







# **HISTORY**

OF

# LYCOMING COUNTY PENNSYLVANIA

By

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Secretary of the Lycoming Historical Society

IN TWO VOLUMES

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# PREFACE

One definition of history is "that branch of knowledge that records and explains past events as steps in human progress." This is a history. Hence it is more largely devoted to the treatment of the past than of the present.

But the present has not been neglected and an effort has been made to give full consideration to things that are as well as to things that were.

To write a history of Lycoming County, Pennsylvania, is no easy task. So many things enter into a discussion of the subject, many of them of minor importance except as they are related to others of greater moment, that to fully cover the entire ground is somewhat difficult.

In the present history that of the late John M. Meginness has been freely drawn upon and no attempt has been made to supersede his great work. That veritable mine of information will remain for all time the source of original research for everything relating to the early history of Lycoming County. It has only been the aim of the writer to supplement the labors of Meginness and bring them down to date as well as to amplify some of the subjects which he treated only briefly. One of the most important of these is the giant lumber industry which made the city of Williamsport famous and its present prosperity a possibility. Others chapters have been added covering subjects of special historical interest which seemed to warrant more extended treatment.

There has been no attempt at fine writing, but only an earnest effort to tell in plain, simple language the story of the wonderful progress and development of Lycoming county and the city of Williamsport.

A few chapters of the book are taken from the expansion edition of the Williamsport Sun, published in 1926 and the

anniversary edition of the Williamsport Gazette and Bulletin of the same year. Other chapters relating to industries and institutions are given just as they were furnished by the heads of these activities. The chapter on the Geological Formation is taken from a report on the subject by the late Abraham Meyer, the well known geologist of the county.

The writer wishes to acknowledge his indebtedness for valuable assistance to O. R. Howard Thomson and Miss Katherine W. Bennett, librarian and assistant librarian, respectively, of the J. V. Brown library, to Major William P. Clarke, Ferd W. Coleman, C. Clyde Mussina and to all those whose cordial co-operation has made the preparation of the work

a pleasure rather than a task.

THOMAS W. LLOYD.

Williamsport, Pa., May 16, 1929.

This work is dedicated to the memory of my mother.



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POST OFFICE, WILLIAMSPORT, PA.



LYCOMING COUNTY COURT HOUSE, WILLIAMSPORT, PA.

# History of Lycoming County

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LOCATION—TOPOGRAPHY—PRINCIPAL INDUSTRY—ORIGINAL INHABITANTS—
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WHITE MAN HERE—OTHER WHITE SETTLERS—MORAVIAN MISSIONARIES
—FRENCH MARGARET—INDIAN TROUBLES.

The history of Lycoming County, Pennsylvania, naturally falls into two divisions or periods, that from the organization of the county as a separate municipality down to and through the ascendancy of the lumber industry and that from the cessation of lumber activities down to the present day.

Before the advent of the sawmill and the lumberman, the forests of Lycoming and adjacent counties were covered with the most magnificent growth of pine and hemlock timber to be found anywhere in the world. This timber was cut, floated down the river to Williamsport and there sawed into lumber, Williamsport, the county seat, being at one time the lumber center of the United States, if not the entire world.

Lycoming County is located in the northern central part of Pennsylvania, 112 miles west of the Delaware River, 200 miles east of the Ohio River, 130 miles north of the Maryland line and 75 miles south of the New York state line. In point of area it is the largest county in the state, containing 1,220 square miles. Its population in 1920 was 83,100.

The topography of the county is diversified with low lands lying along the river and smaller streams, rolling country far-

ther back, rising into mountain ranges and peaks, terminating in the outlying spurs of the Appalachian chain.

Farming and grazing is the principal industry, the county having no mineral resources with the exception of a few soft coal mines and small deposits of brick and fire clay. The rock formation in the hills and mountains is of conglomerate which supplies an excellent quality of building stone.

It is now well established that the original inhabitants of what is now Lycoming County were a tribe of Indians which came from Peru and were called the Andastes, afterwards the Susquehannocks and subsequently the Conestogas, names given to them by the white man. The reasons for assuming that these Indians were natives of South America are found in the fact that they alone, of all the other Indian tribes in the eastern part of the United States, were growers of the four vegetables, Indian corn, tobacco, pumpkins and potatoes, all of these being also raised in, and indigenous to. Peru. Furthermore, all the ornamentation on articles found in the burial mounds of the Andastes are in the form of straight lines and never in circles, while those of other tribes in this section are just the reverse. All of the ornamentation found in Peru is also in straight lines; hence the conclusion that the Andastes must have come from Peru.

The Andastes were known to have occupied the valley of the West Branch of the Susquehanna as early as the year 1620 and they continued to occupy it, although by a very uncertain tenure, down to the middle of the seventeenth century.

Along the border line of what is now the states of Pennsylvania and New York there existed from time immemorial a very powerful confederation of Indians, composed of the Mohawks, Oneidas, Onondagas, Cayugas and Senecas and known as the Five Nations, or Iroquois, the appellation given them by the French Canadians. These tribes were of a very warlike character and made frequent attacks on their more peaceful

and less powerful neighbors to the south, the Andastes, and finally succeeded in driving them out.

The Five Nations became the overlords of this territory and parceled it out to the Delawares or Shawnees, a sub-tribe of which, the Monseys, or Wolf Indians, occupied that portion of the territory now embraced within the limits of Lycoming County. The Delawares or Shawnees were also known by the generic name of the Leni Lenape.

The Andastes Indians were possessed of a high order of intelligence. They lived in communities and villages and had a representative form of government. Their houses were well built and were of a substantial character. They usually consisted of one large room which served as kitchen, bedroom and living quarters for the family.

Each sub-tribe was represented in a general council which met at set intervals to formulate laws and regulations for the entire body. When the white man came into the region, bringing with him all his vices, the Indians soon learned of the evil effects of liquor and very early provided for the absolute prohibition of its use as a beverage among their people. To bring it into one of their villages, or for an Indian to be found under its influence, was regarded as a serious offense for which severe penalties were imposed. These Indians may, therefore, be said to be the first real prohibitionists in America.

The Andastes were victims of the ancient formula of the "survival of the fittest" and eventually were compelled to give way to the more powerful tribes of the north, even as these were subsequently compelled to succumb to the advancing aggressiveness of the white man. They were gradually forced farther and farther south into Maryland and Virginia. Many of them became afflicted with an epidemic of illness and at last they disappeared entirely, leaving only a melancholy reminder of the glory that was once theirs.

They lived in amity and friendship with their neighbors and were the victims of an inexorable fate such as all the original inhabitants of the North American continent were compelled to suffer.

The Andastes of the West Branch Valley left behind them many monuments of their character in the shape of burial mounds, remnants of villages and fortifications, some of these located in what is now Lycoming County. Notable among them was a large mound near the present Halls Station in which were found many implements and tools which showed the progress and development made by these tribes of Indians. There were also the remnants of a very powerful fortification at the mouth of Muncy Creek which gave evidence of a high character of constructive skill.

It may be noted here that the American Indian was just what the white man made him. He was, by nature, kind, peaceful and friendly. He was willing to live in amity with his white brethren and to meet them more than half way. But he was deprived of his rightful inheritance by the greed of the usurper, his lands were taken from him without adequate consideration and he was forced to leave his natural place of abode. He was driven farther and farther westward by the advancing tide of a so-called superior civilization until he was met by another tide, flowing eastward from the Pacific slope, and was finally crushed between the upper and nether millstones. Eventually he was compelled to accept the protection of the government and consent to be herded in western military reservations. The story of the fate of the fast-vanishing American Indian is one of the saddest ever recorded. Only a few more years, and he will have passed out of the picture forever.

The Iroquois confederacy, having driven the Andastes out of the territory lying along the West Branch of the Susquehanna River, became legally possessed of it by right of conquest. But Thomas Dongan, governor of the province of New York, also claimed it by right of purchase from the crown of England. It was not included in the original grant to William

Penn from Charles II. It was rich land and Penn wanted it. He, therefore, contracted with Governor Dongan for the purchase of a large tract which included the present Lycoming County and this was subsequently deeded to him for the consideration of 100 pounds sterling. The instrument was dated January 13, 1696.

The Five Nations immediately set up an objection to this conveyance, claiming that Governor Dongan had no title to this land and had nothing to sell. In order to prevent further dispute and possible bloodshed, the Indians were then prevailed upon to relinquish all claim to the land for a valuable consideration and they signed a deed to that effect. This made Penn's title absolutely indefeasible although a dispute subsequently arose as to just what the boundaries were.

Nothing further occurred to mark the amicable understanding concerning this purchase until 1737 when, by reason of the dissatisfaction felt, and frequently expressed, by the Indians, a great council was called to meet at Philadelphia to which representatives were sent from each of the five tribes composing the confederacy of the Iroquois. After considerable discussion, the Indians finally confirmed forever the previous purchase and signed a release of all claim to it. This instrument, executed on the seventh day of June, 1737, was signed by chieftains representing all of the units of the Five Nations.

It was not long after this until the white settlers began to arrive. It was an attractive looking country, especially along the river and creek bottoms and its fame soon spread throughout the eastern part of the province.

It is not definitely known when the first white man visited the valley nor who he was. Parkman relates that Etienne Brule was sent by the Canadian government to endeavor to secure the aid of the Andastes in an expedition against the Iroquois and that he descended the West Branch of the Susquehanna River as far as the Indian fortification at the mouth of Muncy Creek. If this account can be relied upon, Brule was undoubtedly the first white man to visit what is now Lycom-

ing County.

He was followed later by Conrad Weiser, the Indian guide and interpreter, who passed through the valley on his way to visit the Five Nations at Onondaga. Weiser and companions found an Indian village at the mouth of Loyalsock Creek, called Otstuagy, where they were hospitably received. This was in 1737, nearly 120 years after the visit of Brule. The next visit of importance was that of Count Nikolaus Ludwig von Zinzendorf, a Moravian missionary. He also stopped at the village of Otstuagy, where he found the celebrated Madame Montour presiding over the habitation. She was a Canadian half-breed and the mother of Andrew Montour, who became a guide and friend of the white man and rendered distinguished service to the proprietaries of the province. Madame Montour entertained Zinzendorf and party for several days with lavish hospitality.

In June, 1745, another party of Moravians visited the section headed by Bishop August Gottlieb Spangenberg and David Zeisberger. They visited the Indian village of Otstonwakin—probably the same as Otstuagy—and penetrated the country as far up as the headwaters of Lycoming Creek, and from there proceeded on to Onondaga, where the general councils of the tribes of the Five Nations were held.

David Brainerd, a Presbyterian missionary, came to the valley in 1746 and preached to the Indians in their own language at a point just above the present borough of Montoursville. He also journeyed up the river as far as the present village of Linden and was everywhere cordially received.

Martin Mack was the last of the Moravian missionaries to visit the country in 1753. He followed the course pursued by the others as far as Otstuagy and then branched off up the river, reaching what is now Newberry, a suburb of Williamsport. Here he found an Indian village called "French Mar-

garet's Town," presided over by a half breed of that name. Mack was cordially received and records the fact that he was feasted on watermelon and milk, a doubtful combination, but probably very palatable.

French Margaret was a niece of Madame Montour and a woman of high character. She adopted very stringent regulations about the use of liquor and imposed absolute prohibition within the confines of her town.

With the breaking out of the French and Indian wars a feeling of unrest spread through the tribes in Pennsylvania. Both sides were constantly intriguing with the Indians and endeavoring to enlist their services with all kinds of specious promises, many of which were never kept and, indeed, it is doubtful whether they were ever intended to be kept. As a result, the Indians became suspicious and were unwilling to trust any man whose countenance was white.

Frequent forays were made by the Indians on the white settlers south of what is now Lycoming County and settlements were discouraged north and west of Muncy Hills.

In September, 1763, a party from Lancaster and Cumberland counties numbering about one hundred men started to explore the country up as far as Great Island at Lock Haven. On arriving at the Muncy Hills, the men were met by a party of Indians and a battle ensued in which the whites were victorious. They then moved on westward as far as the Warrior Run Spring, located at the present village of Port Penn, adjoining Muncy, where they encamped for the night. The next morning, thinking the Indians were likely to gather in larger force, they returned to their homes. This engagement became known as "The Battle of Muncy Hills."

No more serious attempts were made to establish settlements in Lycoming County until the opening of the land office in 1769, when the real influx began.

#### CHAPTER II.

#### FRENCH AND INDIAN WAR—EARLY SETTLEMENTS.

BRITISH AND FRENCH RIVALRY—FORT AUGUSTA—"CANNON HOLE"—EFFECT
OF DEFEAT AT BUSHY RUN AND OCCUPATION OF FT. DUQUESNE—LAND
GRANTS—EARLY MANORS—PENN'S PLAN OF SELLING LAND—A NEW SYSTEM—OTHER METHODS OF ACQUIRING LANDS—ABUSES OF LATER SYSTEMS.

Both the British and French were quick to recognize the strategic importance of the West Branch Valley and made desperate efforts to secure a dominant foothold therein. If their intrigues with the Iroquois should result in an offensive alliance with either, an attack could be made on the valley by merely having the Indians and troops float down one or more of the various tributaries of the river in canoes and drive the native Indians and whites out of the valley. These tributaries headed in the very territory controlled and inhabited by the Iroquois and thus it was an easy matter to use them as the highways for rapid transportation and concentration.

Fort Augusta, at what is now Sunbury, at the confluence of the North and West branches of the Susquehanna, was built in the fall of 1756 by the British and was a most important defensive work as it dominated both the great valleys of the Susquehanna River and was subsequently the point of refuge for many of the early settlers who fled there when threatened by the tomahawk or scalping knife.

During the war with the British the French cast longing eyes upon this stronghold and made plans for its capture. Even before it was finished an expedition was organized composed of French troops and their Indian allies, with the idea of descending the river and capturing the fort. This force was

in command of M. de St. Ours and he is said to have had with him four brass cannon.

They descended the river to the mouth of Loyalsock Creek where they went into camp until further reconnaissances could be made as to the strength of the enemy and the possibility of capturing the fort. St. Ours and a small body of men then proceeded by the crest of the Bald Eagle Mountain and that opposite Sunbury to a point from which they could look down upon Fort Augusta. They found that it was so well manned that it would be impossible for them to capture it and they returned to their camp on the Loyalsock. They then started on their return to Canada.

It had been an easy matter for them to float their brass cannon down the stream on flat boats or rafts, but it was a physical impossibility to float them back again. The only way they could have succeeded in getting them up stream again would have been to pole them up, a long and laborious task. Tradition has it, therefore, that they sunk the cannon in the river near the mouth of Loyalsock Creek at a place which has since become famous fishing ground and has always been known as the "Cannon Hole." Frequent attempts have been made to raise these cannon to the surface at this place, but if it is true that they were actually sunk there, the chances are that they have become so deeply buried in the mud at the bottom that they will never be resurrected. No other plausible origin of the name, "Cannon Hole," has ever been found.

The war between the British and French continued, with varying fortunes, and the few settlers in the West Branch Valley suffered from the indignities imposed upon them by both sides and especially by their Indian allies.

In 1763 the Indians, who had adhered to the French, were defeated by General Bouquet at Bushy Run in the western part of the state and the occupation of Fort Duquesne followed. This was the beginning of the end of French domination in Pennsylvania. Upon their return from this expedition many

of the English officers and men petitioned the Penns for grants of land in payment for their services. Their petitions were recognized as just. The Penns decided to grant the request provided more land could be obtained from the Indians. In an effort to accomplish this object, a meeting was held at Fort Stanwix, near where the city of Rome in New York state now stands, at which time the Indians entered into a treaty to convey a large body of lands on the West Branch of the Susquehanna River to the Penns for the consideration of \$10,000. This treaty was signed on the fifth day of November, 1768. The western boundary of the grant was designated as the Tiadaghton Creek and this subsequently led to a good deal of misunderstanding and even bloodshed.

The Indian by this time had learned many things from the white man and, as is generally the case, he learned to be acquisitive and finding the lands which he possessed were sought by the white man, he began to sell right and left to anyone who wished to buy without regard to the fact that he may have sold the same land before to some one else. There were often as high as three claimants for the same grant of land. This, naturally, gave rise to endless trouble and bad feeling.

Between the time of the treaty of Fort Stanwix and the opening of the land office in 1769, it became the practice of the Penns to grant tracts of lands to special individuals in return for services rendered. One of these special grants was a tract of 800 acres to Andrew Montour, son of the famous Madame Montour, and it covered all the territory on which the village of Montoursville is now located. It was known as Montour's reserve.

It was also the custom of the Penns to reserve certain tracts, known as manors, which were afterwards awarded to individuals as rewards. One of these was Muncy Manor, which was reserved December 25, 1768, on the recommendation of Job Chilloway, a friendly Indian. It was known as "Job's discovery" and is so designated on the original draft.

Job Chilloway was a Delaware Indian, born in New Jersey early in 1737 and on reaching manhood he came to the West Branch of the Susquehanna River where he became a firm friend of the white man and rendered very distinguished service. He died in Ohio on September 22, 1792.

Another manor was surveyed on the east side of Lycoming Creek on land on which a part of the city of Williamsport now stands, and a patent was issued for it to Rev. Richard Peters August 11, 1770. It contains 579 acres and was known as "Orme's Kirk." It played an important part in the subsequent history and development of the city of Williamsport.

At one time this tract was in the possession of Captain Hawkins Boone, brother of the celebrated Daniel Boone of Kentucky. Hawkins Boone fell at the battle of Fort Freeland in Northumberland County, July 29, 1779.

Prior to the opening of the land office on April 3, 1769, William Penn and his brothers sold the lands they had acquired to any individuals making application therefor, the purchase price varying according to the character of the lands desired, they retaining one-tenth of all the territory embraced within the limits of the province. These were the manors which were reserved for special purposes. In addition to the purchase price, the Penns required the payment of an annual quit rent of one penny, or about two cents of our money, per acre. It is thus readily seen that, had the purchase money been paid down and the quit rents promptly and regularly rendered, the proprietor's revenues would have been enormous. But there was very little ready cash in those days and few of the quit rents were ever paid. People were compelled to secure the necessaries of life by the medium of barter and exchange.

It was soon found that in this method of disposing of the vast territory within the bounds of the province, too much favoritism was shown and too much bad feeling was engendered. A new plan was, therefore, devised in order to give an opportunity to all to secure lands upon an equal footing.

Under the old system certain individuals whose opportuniites enabled them to obtain better information than others. took advantage of their position to acquire lands for speculative purposes, which was in violation of the expressed policy of the proprietaries. The seat of the provincial government was the headquarters of this class and the history of land speculation does not record a more grasping, grafting, and dishonest set of men than those that existed during the decade between 1760 and 1770, and nowhere were their operations conducted with more vigor or with such a disregard for common honesty than in the Susquehanna Valley and the entire northwestern section of Pennsylvania. Under the new plan which went into effect on April 3, 1769, any person who desired to do so, might make application for any land owned by the proprietaries not otherwise appropriated or assigned, upon payment of five pounds sterling, or about \$25 per one hundred acres, and one penny per annum per acre quit rent. This was at the rate of about twenty-five cents per acre. The number of acres for which one person might apply was limited to three hundred, in order to prevent large accumulations in the hands of a single individual for speculative purposes.

Upon receipt of the application, which described the land desired in a general way, a warrant was issued to a deputy surveyor directing him to make a survey of it and return the result to the land office, whereupon a patent was issued for the tract.

It can readily be understood that this plan, too, although admirable in theory, failed to work out satisfactorily in practice. Sometimes there were as many as a half dozen applicants for the same tract and it then became necessary to settle the title to it by drawing lots. In fact, for several years, the land office maintained a regular lottery for this purpose.

This method of acquiring lands having proved to be unsatisfactory, like the first, it was then decided to allot the lands to the person whose application bore the earliest date. There

was, however, no way of preventing a subsequent applicant, perhaps years afterwards, applying for a tract already allotted and, as it was manifestly a herculean task for the land office to pass upon the priority of all conflicting claims, it finally became the custom to sell all lands to whoever might apply for them without regard to the date of the application and let the courts settle the question as to which of the two or more applicants was entitled to priority. And this custom was continued after the commonwealth was established and has obtained down to the present day. Through its operation the state of Pennsylvania has actually been paid for its lands two or three times over, as practically all valuable tracts were applied for by more than one person. This last method of disposing of the lands within the state gave rise to the most unique and complicated system of land laws ever known in this or any other country.

Moreover, the requirement was that only three hundred acres would be allotted to one person was easily evaded. Individuals, when making application in their own name, would at the same time file applications in the names of members of their families, their friends, their sisters, their cousins and their aunts. After the patents were issued to this horde of relatives it was a simple matter to have the lands deeded by them to the instigator at a nominal sum. The very purpose of the restriction was thus easily defeated by a subterfuge and large bodies of lands, running into thousands of acres, became vested in a single individual or partnership.

Then began a wild orgy of speculation. Fired by the example of such men as Robert Morris, Phillips and Graham, Gorham and Phelps and many others who had acquired vast tracts in southern New York state and northern Pennsylvania, and who sought to colonize them with emigrants from the lower counties of the state, from England and other countries, colonization schemes became a craze which ramified and permeated through all classes of society. It infected lawyers, bankers, farmers, physicians and even ministers of the gospel.

The fever had broken out even a year before the opening of the land office. Scores of adventurers had flocked up the Valley of the Susquehanna River as far as Bald Eagle Creek and many of them had marked trees or driven stakes to indicate where they proposed to take up land. The report had gone abroad through the lower part of the province and New Jersey that the new purchase, as the treaty of Fort Stanwix was called, and that portion of the Susquehanna Valley above Lycoming Creek in what is now Lycoming County was known, was unsurpassed in beauty and fertility of soil by that to be found anywhere and many yearned to occupy it. It was said to be a veritable paradise, a land flowing with milk and honey and the country rapidly filled up with a sturdy set of pioneers who were destined to leave their impress on the history of the state in more ways than one.

#### CHAPTER III.

# MUNCY MANOR—PINE CREEK—FAIR PLAY MEN—PINE CREEK DECLARATION OF INDEPENDENCE.

FIRST SETTLEMENT—SAMUEL WALLIS—REDEMPTIONERS—RUSH OF SETTLERS
—EARLY TOWNS—NORTHUMBERLAND COUNTY ERECTED IN 1772—INCLUDED PRESENT LYCOMING COUNTY—REVOLUTIONARY WAR AND ITS
EFFECT—TIADAGHTON CREEK—FAIRPLAY MEN—HOW CHOSEN—MEMBERS
—METHOD OF PROCEDURE—PINE CREEK DECLARATION OF INDEPENDENCE—REV. FITHIAN.

The first settlement in Lycoming County was made about the year 1760 on what was known as the Muncy Manor. Several claims were made to this land by different individuals but as the claims had been taken up before the opening of the land office, none of them was recognized by the Penns. Among these claimants was Samuel Wallis, who afterwards became the largest landowner in the county. Wallis brought suit for the lands, but it was decided against him and the title confirmed in Samuel Harris, son of John Harris, after whom the city of Harrisburg was named. A house was built on this land and this was undoubtedly the first dwelling erected in the West Branch Valley west of the Muncy Hills.

Samuel Wallis, who laid claim to the property, was a prominent man in his day and afterwards purchased a tract of land lying a short distance above the hamlet of Halls where he built a pretentious mansion in 1769 which is still standing and is the oldest house in Lycoming County. Subsequently Wallis became possessed of large tracts of land extending along the river bottom from Muncy to Jersey Shore.

Wallis was a slaveholder, as were many of the wealthier men of that day, and also had in his employ a number of redemptioners. These were immigrants who, being unable to pay their way from the old to the new world, sold themselves for a term of years in consideration of the payment of their passage money. They were slaves to all intents and purposes but as the expiration of their indenture generally included a proviso that at the end of their term they should be given a certain sum of money and enough farm animals to enable them to start for themselves, many of them became prosperous and excellent citizens. Some of the leading citizens of the state are descendants of these redemptioners.

Beginning with the year 1760 settlers began to pour into the valley from many different sections, some with valid claims and some with no claims at all. Squatters were numerous and some of them settled on the best lands and were prepared to hold possession of them by force of arms.

Among those making claims to the whole valley were a number of people from Connecticut who claimed that their grant extended to the Wyoming Valley and beyond and a large body in command of Zebulon Butler poured into the territory. Their invasion was vigorously resented by the Penns and they soon took measures looking to their expulsion. Settlements had been made by the invaders on the North Branch and the names of Charleston and Judea given to the towns. Orders were issued for them to leave. These were disregarded and then an expedition commanded by Colonel William Plunkett was dispatched to the scene and after a short engagement the Connecticut invaders were driven out and their settlements burned.

Settlements were now being made so fast in the lower section of the Susquehanna Valley that the necessity for a new county became urgent. The territory was then embraced within the limits of Berks and Cumberland counties and their

seats were too far away. Residents on the east side of the river above Lancaster belonged to Berks and those on the west side to Cumberland. Northumberland County was therefore erected on March 9, 1772, with the county seat at Fort Augusta, afterwards Sunbury. It was divided into seven townships, one of which was named Muncy and included practically all of that portion of the territory now embraced within the limits of Lycoming County.

About the first business that came before the courts of the new counties was the consideration of petitions for highways, of which the whole county was in great need. The construction of a road up the river was ordered at October term, 1772, but it was some years later before it was actually completed from Sunbury to the limits of the Indian purchase of Fort Stanwix. It is the same road which is now covered by the famous Susquehanna Trail.

During the year 1772 the valley of the West Branch was traversed by a band of Moravians who were traveling from Wyalusing to Ohio to make a new home for themselves. There were a large number in their party headed by Bishop John Ettwein. They crossed through swamps and thick undergrowth in what is now Sullivan County and from there to the Muncy Valley. They then proceeded up the river, passing the Indian villages of Otstuagy, at the mouth of Loyalsock Creek, French Margaret's Town at the mouth of Lycoming Creek and Queneshougheny at Linden. From here they proceeded on up the river to Great Island, opposite Lock Haven, from whence they passed over the mountain and on to Ohio.

With the breaking out of the Revolutionary war great excitement prevailed throughout this section of the province but it did not halt the tide of immigration. The fame of the "New Purchase" of 1768 had gone far afield and settlers continued to come in from everywhere. With the beginning of the Revolution the provinces ceased to exist and the state government

took its place. The people of what is now Lycoming County were intensely patriotic and were ready to tender their services in whatever capacity they were desired.

Committees of safety were organized in all sections and meetings held at which the usurpations of Great Britain were denounced and the colonies urged to fight for independence. The inhabitants of this section were, for the most part, expert riflemen and many of them afterwards joined the famous Mor-

gan Corps.

One of the first companies of the Continental line was raised in Northumberland County. It was commanded by Captain John Lowden and contained fourteen members from what is now Lycoming County. They left Sunbury in the latter part of July and reached Cambridge, Mass., on the eighth day of August, where they were attached to Colonel William Thompson's battalion and subsequently became a part of the First Regiment of the Continental line.

The western limit of the Purchase of 1678 was designated as Tiadaghton Creek. But where was Tiadaghton Creek? The Indians claimed it was the present Lycoming Creek but the proprietaries always insisted that the present Pine Creek, located fourteen miles farther west, was the true Tiadaghton. Between these two streams lay some of the most fertile lands in the valley. During the progress of the dispute, from the year 1773 to May 1, 1785, when the state land office was opened for applications under the purchase of October 23, 1784, these lands which consisted principally of the rich bottom lying along the river, were settled by large numbers of "squatters," who knew that they were Indian lands and not within the control of the proprietary government. They therefore established a government of their own which was one of the simplest known in history, but, according to all accounts, was one of the most effective and is a striking example of the efficacy of government by commission.

In March of each year three commissioners were chosen by the ballots of the settlers to serve for one year and these commissioners were known as "fairplay men." It was their duty to see that each member of the community had "fair play." They settled all disputes that arose between individuals, tried and punished all who violated local law, made rules and regulations for the government of the community and, in short, exercised at the same time, executive, legislative and judicial functions.

They made the laws, they saw that they were enforced and they punished those who violated them. If anyone questioned one of their decisions he was put into a canoe, without paddle, towed to the middle of the river and set adrift.

"The fair play men" had no regular time or place of meeting, but assembled whenever the exigencies of a particular case required their action. Their laws were very few, very simple and founded, as all laws should be, but many are not, on common sense and common honesty.

"The fair play men" also levied whatever taxes were necessary for the common benefit, but as the community had not gone crazy over public improvements, the advancement of civilization and the development of its mighty resources they were kept at a minimum.

The people lived cleanly, they had few wants and these were easily supplied. Each did his share of the work and they were better ruled and governed than many a larger community of the present day with all the improved governmental machinery which a more advanced and enlightened civilization is supposed to supply. It is not known whether the "fairplay" men kept any records, but if so, they have, unfortunately, been lost, which is greatly to be regretted as they would have been of great interest to all lovers of good government.

From the character of those who are known to have served as "fairplay men" it is certain that the very best men in the community were chosen for the office and it is recorded that their decisions were rarely questioned. They were governed by the purest motives, served without pay and ruled with fairness and justice to all. Their decision in all matters which came before them was final, there being absolutely no appeal to a higher court or other tribunal.

The following persons are known to have been members of the "Fair Play" organization: Joseph McMahon, John Fleming, James Curry, William Dougherty, Thomas Forster, John Baker, William Maginley, Peter Maginley, William Dunn, John Chatham, James Erwin, John Dougherty, John McKinney, William McMeans, Thomas Nichols, William Jackson, F. Hiler, J. Woodsides, Benjamin Warner, Samuel Fields, Fred Bodine, John Price, Edmund Huff, Bratton Caldwell, A. Ketelinger, Richard Manning, James Forster, John Hamilton, William Luckey, John Holmes, John McElwain, James Alexander, Adam King, Robert Holmes, Richard Suthern, James Stewart, Joseph Mahaffey, William Dougherty, John Jackson, David Hammond, William Walker, Edward Masters, John Akiridge, Robert Brayley, Thomas Ferguson, Samuel Camel, James Jackson and Robert Reynolds.

Such a tribunal as that known as the Fair Play System has no counterpart in the history of the world and in order to understand its methods more fully the following deposition of William King in the case of Huff versus Latcha made March 15, 1801, the only contemporary document extant recounting the procedure of the Fair Play men, is given in full.

"Edmund Huffs

"Jacob Larcha

"In the Circuit Court, Lycoming County.

"Before me the subscriber, one of the justices of the peace in and for Lycoming County personally came William King, who being duly sworn on the Holy Evangelists deposeth and saith in 1775 this deponent came on the land in question and was informed that Joseph Haines claimed the land. I asked

Haines to sell the land. He agreed and asked 30 pounds. I would not give it. He told me he was going to Jersey and intended to leave the plantation in the care of Isaiah Sutton, who then lived on it, and if he did not return Sutton might do what he pleased with it. Sutton was his nephew. Sometime after I heard Sutton was offering it for sale. I had heard much disputing about the Indian Land and thought I would go to Sutton's neighbors and inquire if he had any right. I first went to Edmund Huff, then to Thomas Kemplin, Samuel Dougherty, William McMeans and Thomas Ferguson and asked if they would accept me as a neighbor and inquired whether Isaiah Sutton had any right to the land in question. They told me Joseph Haines had once a right to it but had forfeited his right by the fair play law, and advised to purchase. I am sure Edmund Huff told me this. Huff showed me the consentable line betwixt Haines and him. Huff's land lay above Haines on the river. I purchased of Sutton, was to give him nine pounds for the land. I did not come to live on the land for some weeks. One night at a Husking of Corn, one Thomas Bond told me I was a fine fellow to be at a Husking, while a man was taking possession of my plantation. I asked who it was. He said he did not know but believed he was a Scotchman. I quit husking and Bond and I came over to the place and went into a cave the only Tenement then on the land except where Sutton lived and found some trifling articles in the cave which we threw out. I went to the men who had advised me to go on the land all except Huff and Kemplin, they advised me to go on turn him off and beat him if I was able. Next morning I got some of my friends and raised a cabin of some logs which I understood Haines had hauled. When we got it to the square we heard a noise of people coming. The first person I saw was Edmund Huff foremost with a kegg of whiskey-William and Paul was next with an axe and many more. They got on the cabin. raised the Indian vell, dispossessed me and put William Paul in possession. I and my party went off. Samuel Dougherty followed me and told me to come back and come on terms with Paul who had money and would not take it from me for nothing. I would not go back but stopped till Daugherty went for Paul. The whole party came and brought the kegg along. After some conversation William Paul agreed to give me 13 punds for my right. He pulled out the money and gave it to Huff to keep till I would assign over my right of it. I afterwards signed the conveyance and got my money. William Paul went on the land and finished his cabin. Soon after a party brought Robert Arthur and built a cabin near Paul's in which Arthur lived. William Paul applied to the fair play men who decided in favor of Paul. Arthur however still lived on the land and would not go off. William Paul made a complaint to the Company at a Muster at Quinashahague that Arthur still lived on the land and would not go off, although the fair play men had decided against him. I was one of the officers at that time and we agreed to come and turn Arthur off. The most of the Company came down as far as Edmund Huff's who kept stills. We got a kegg of whiskey and proceeded to Arthur's cabin. He was at home with his rifle in his hand and his wife had a bayonet on a stick and they threatened death to the first person who would enter the House. The Door was shut. Thomas Kemplin our Captain made a run at the Door and burst it open and instantly seized Arthur by the neck. We pulled down the cabin and threw it into the river lashed two canoes together and put Arthur and his family into them and sent them down the river. William Paul then lived undisturbed on the land till the Indians drove us all off. William Paul did duty on the militia, and was out on a tour at the time of the runaway. During the pending of the former Trial of this cause Edmund Huff asked me if I knew what a certain William Wilev was summoned to prove. I replied I believe it was to prove that William Paul gave him Edmund Wolf thirty guineas to turn me this deponent off the land. Huff replied that if he will swear very false for all that he gave me was one guinea. William Paul

never returned to the land after the war. His eldest son was back. Edmund Huff was the person who lived on the land in question after the war. Joseph Haines never returned to the land in question; as this deponent knows or heard from his going away in the fall of 1775. Joseph Haines did not himself live on the land after this deponent came to the country, he had a small improvement of about three-quarters of an acre but no grain growing on it at that time—believes he boarded at Amariah Sutton's—and further this deponent knoweth not. "WM, KING.

"Sworn to and submitted this 16th of March in the presence of C. Huston and John W. Hunter—before one Wm. Greene."

The settlers on the disputed territory were intensely patriotic and being outside the jurisdiction of all law, except that of their own making, they felt freer to act than those who were under the protection of the provincial government. Accordingly they met on July 4, 1776, under the spreading branches of an enormous elm tree on the west bank of Pine Creek in what is now Clinton County, and solemnly declared themselves free and independent and forever absolved from all allegiance to the British crown. This famous elm tree is still standing and ciety. It is known as the "Independence Elm." (Illustration p. 88.)

Whether this declaration was ever reduced to writing is unknown but the probabilities are that it was. If so, the original copy has been lost, probably at the time of the Big Runaway, three years later. At all events the incident has been handed down with such minute circumstantiality by word of mouth from father to son as to leave no doubt as to its authenticity.

It is a remarkable coincidence that this declaration should have been adopted on the very day that the other immortal instrument was signed at Philadelphia, two hundred miles away.

It was during this summer that Rev. Philip Vicar Fithian, a Presbyterian minister, made a journey through the West Branch Valley as far as Lycoming Creek and in his journal records many interesting facts, among them being his surprise at finding the existence of "barrens" or wastes along some of the creeks. These "barrens" were places along the stream



"INDEPENDENCE ELM"

Pine Creek Declaration of Independence signed under this tree, July 4, 1776, by The Fair Play Men.

where timber would not grow and they were thought by many settlers to be barren land which would yield nothing, while as a matter of fact, some of them contained the most fertile land to be found in the entire section of the country.

Fithian was received everywhere with the utmost cordiality and gives evidence in the account of his journey of the high character of the inhabitants. That portion of the land below Lycoming Creek was beginning to fill up rapidly, but that between Lycoming Creek and Pine Creek was not settled very fast until after the year 1784, when a new treaty was negotiated with the Indians in which they finally admitted that Pine Creek was the real Tiadaghton mentioned in the treaty of 1768. The treaty of 1784 included all the lands in the state over which the Indians claimed jurisdiction.

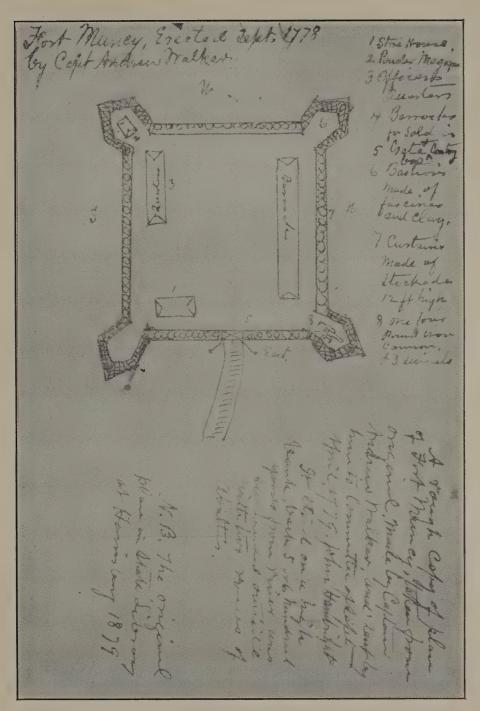
#### CHAPTER IV.

#### THE BIG RUNAWAY—FORT MUNCY

NEWS OF THE WYOMING MASSACRE—SETTLERS ORDERED TO FLEE TO FORT AUGUSTA FOR SAFETY—GREAT EXODUS FROM THE VALLEY—CLOSELY FOLLOWED BY INDIANS WHO DEVASTATED THE ENTIRE VALLEY—SHORT-AGE OF FOOD IN THE FORT—LOCAL EFFECT OF THE BATTLE OF MONMOUTH—TROOPS ARRIVE—BUILDING OF FORT MUNCY—ANOTHER INDIAN RAID—FORT MUNCY DESTROYED—CIVIL AFFAIRS DEMORALIZED—ENGLISH INFLUENCE AMONG INDIANS.

When the details of the horrible massacre at Wyoming in 1778 began to drift into the West Branch Valley the inhabitants were filled with apprehension and alarm. Many of the reports were exaggerated but enough was known to indicate that between 150 and 300 persons had been killed and no one knew when or where the next blow would be struck. The settlers determined to take no chances and they, therefore, prepared for a general exodus of the valley.

Orders had been sent to Colonel William Hepburn in command of the militia to direct the inhabitants to leave and repair to Fort Augusta at Sunbury. Word was carried to the outlying districts by Robert Covenhoven and a young millwright in the employ of Andrew Culbertson at his mill at the mouth of Mosquito Creek. They proceeded up the river by way of the crest of the Bald Eagle Mountains, so as not to be seen by the Indians that might be lurking along the flats, and continued on as far as Fort Antes, opposite the mouth of Pine Creek, and from there word was passed on up to Fort Horn at the present Pine Station on the Pennsylvania Railroad. From there the inhabitants above and in the vicinity of Lock Haven were notified.



PLAN OF FORT MUNCY

Sketch made by George D. Wood, M. D., from a document in the State Library at Harrisburg, 1879. The original having disappeared from the state collection, this copy made by Dr. Wood is the only one extant.

(Collection of T. Kenneth Wood, M. D.)



Then followed a scene that has no parallel in the history of the United States. The land was filled with growing grain that was ripe for the harvest. Many of the settlers had just finished building their places of abode. Outbuildings had barely been completed and the people were in a state in which they could see a little rest and leisure ahead of them after the hardships incident to the settlement of the new country and blazing the way for an advancing civilization.

They were ordered to abandon everything and proceed down the river to Fort Augusta with all possible haste. Rafts and flat boats, canoes and all other kinds of river craft were hastily assembled and all the portable goods, horses, cattle, household utensils and other articles placed thereon. Boxes and barrels were lined along the sides to provide some sort of protection for the women and children. Such articles as were too bulky to be placed on the nondescript river craft were buried and the place well marked. All available provisions were assembled and every preparation made for the trip down the river. Fortunately, the weather was warm and there was no need for protection from the cold.

The wildest rumors were afloat and fear sat upon every countenance. The steadying influence of such men as Robert Covenhoven and his associates served to prevent a panic and the flotilla of women and children began its perilous descent of the river. The men walked along the shore to prevent possible attacks from Indians and many of them drove their cattle and horses ahead of them.

As they proceeded, the crowd was augmented by others further down who joined the fleeing people when the flotilla reached them. When night came part of the contingent following the shores were placed on board the craft to enable them to get a little sleep while the others walked along the banks maintaining a constant vigil. These men were relieved from time to time and others took their places. In this way the journey to Fort Augusta was made and the people were none

too soon in getting away for they were followed closely by marauding bands of Indians who burned and destroyed everything in their path.

As the fleeing settlers looked back on the places where their homes once stood they could see a sea of flame following them, the tongues of which were lapping up their deserted houses and waving grain fields. The torch was applied indiscriminately and nothing was left that was combustible. When the havoc was finished the beautiful valley was a desert of charred destruction.

The last contingent of the fleeing inhabitants reached Fort Augusta by the ninth of July, 1778 and then another difficulty confronted them. Their departure from the valley had been sudden and their arrival at Fort Augusta was unexpected. The problem of how to feed these new accessions to the overcrowded numbers already at the fort became a serious one and urgent representations were immediately sent to the authorities at both Harrisburg and Philadelphia, reciting the dire need of these people, and begging that sufficient food be provided for them to satisfy their immediate necessities. There was food sufficient in the lower counties but the problem was largely one of transportation.

Appeals were made to the citizens of Berks and Lancaster counties for assistance in this emergency and it was not long before food began to pour into Fort Augusta to relieve the precarious condition of the refugees.

Gradually those who had been driven out of the valley began to return to their homes or what was left of them. Small bands of settlers were organized and well officered. These followed up the roving bands of Indians and drove them further north. As the panic began to subside and confidence was restored more of the refugees returned. They found nothing but ashes and some still smoking ruins from Muncy to Antes Fort, a distance of twenty-eight miles. The Wallis mansion at Halls, and Fort Antes, at the mouth of Pine Creek, were the only buildings left

standing and these were so substantially built that they resisted the effects of the torch.

After the battle of Monmouth was won and General Clinton driven out of New Jersey, General Washington was able to release some portions of his army and send them to the aid of the hardy frontiersmen of the West Branch Valley. Colonel Daniel Brodhead was dispatched to the Lycoming County section with 125 men and his coming not only inspired confidence but also caused consternation among the Indians who quickly retreated before his advance. Colonel Brodhead only remained for a few weeks, but during his short stay his presence, and that of his troops, had a salutary effect upon both the whites and the red men. He was succeeded by Colonel Thomas Hartley, an officer of considerable ability and reputation, who brought a detachment of militia to the neighborhood of Muncy farms, the property of Samuel Wallis. Hartley was quick to see the importance of this point for a fortification and reinforced by the representations of Wallis, strongly urged upon the authorities the necessity of erecting a strong defensive post at this strategic point. His recommendation soon bore fruit and the building of Fort Muncy was decided upon. It is probable that some sort of defensive work existed at the Muncy farms of Samuel Wallis from the time of the building of his mansion in 1769 and these, no doubt, were destroyed at the time of the "Big Runaway."

The many large tributaries of the West Branch of the Susquehanna River flowing into it from the north, afforded excellent opportunities for the Indians to float down them in their canoes and fall upon the unsuspecting settlers and the necessity of a central point of concentration, with sufficient strength to resist attack, was, therefore, strongly felt.

The building of Fort Muncy having been decided upon, Captain Andrew Walker was directed to take his company to that point and erect the fortification at the earliest possible moment. The site selected was on a knoll a short distance from the Wallis

mansion at a point where the cut of the Reading Railroad above where Halls Station is now located.

Work on the fort was begun about the first of August, 1778 and so rapidly was it pushed that by the first of September it was practically completed and ready for occupancy. Colonel Hartley was warm in his praise of Captain Walker and his men and in a letter to the supreme executive council said that he had never seen so much work done in so short a time.

The exact dimensions of Fort Muncy are not known, but it occupied considerable ground. It consisted of bastions made of fascines and clay, and curtains of stockades, twelve feet high. It contained officers' quarters, storehouse and powder magazine and was mounted with one four pound iron cannon and three swivel guns. A covered walk at the rear, or on the side toward the river, led to a never-failing spring of water. That it could accommodate 150 to 200 men is attested by the fact that Colonel Hartley had that many quartered there at the time he started on his expedition to Tioga Point.

Fort Muncy was used as a place of refuge by the inhabitants of Muncy Valley on more than one occasion. It was the most important fortification in Central Pennsylvania north of Fort Augusta and the only one erected on either the North or West Branches of the Susquehanna River by authority of the province.

In the summer of 1779 another runaway occurred in the valley, not as extensive as that of the year before, but the Indians again swept down the river and its tributaries in such strength that many of the inhabitants were forced to leave on short notice and numerous buildings were again burned, among them Fort Muncy. Whether any part of it was left standing is unknown but it is quite certain that it was rebuilt, for Moses Van Campen, the celebrated frontiersman and Indian scout, mentions in a letter that he visited it as late as the year 1782. Whether it was again destroyed is also unknown, but no traces of it now exist and the chances are that, after the close of the

Revolutionary war when it was no longer needed for military purposes, it was allowed to fall into decay.

During its existence it was not only the rallying point for the settlers in case of danger, but it was also used as a storehouse for goods needed by the inhabitants and it was from it that ammunition, guns and other supplies were issued. It was the general distributing point for everything in the way of supplies that the people were in need of. Close to it also was a grist mill, owned and operated by Samuel Wallis, to which people from all over the Muncy Valley brought their grain to be ground.

Next to a fortification for their protection from Indians, a grist mill was the most important adjunct to an infant settlement. Food was a necessity and bread was the most important food. Machinery for grinding flour was, therefore, almost as essential to the people as a defensive work for their physical safety. Hence the appropriateness of having a grist mill located within the defensive radius of the guns of the fort.

Fort Muncy was located on open ground with a dense growth of timber in the rear which extended to the river, but on the north and east there was cleared land for a considerable distance which afforded an uninterrupted outlook up Muncy Creek. A better situation for a fortification of its kind would be hard to find.

One of the greatest troubles experienced by the inhabitants after their return to the valley, following the Great Runaway, was the demoralized condition of civil affairs. The courts had virtually ceased to exist. There was no attorney to prosecute criminals and business was at a standstill. For two successive meetings of the regular courts no prosecuting attorney had appeared and the supreme executive council was so notified. A six months' suspension of justice had caused some of the people to become licentious, proprietors of tippling houses and promoters of vice and immorality became bolder and at least

two charged with murder were still held in jail after six months without having been brought to trial.

This condition gradually righted itself after the inhabitants gathered up the tangled skeins where they dropped them in their precipitate flight from the valley early in the summer. Order was slowly brought out of the chaos and the inherent adaptability of the American people for self government began to assert itself. By the following spring conditions had returned to normal.

Following their chastisement at the hands of Colonel Hartley the Indians remained comparatively peaceful during the late fall and winter of 1778 and few of the settlers were molested. It seemed as though peace had come to stay and this condition of affairs would probably have continued had the Indians been left alone. But they were a constant prey to the machinations of the English. Their imaginations were excited by tales of oppression and greed on the part of the colonists and they were made to believe that if the Americans were able to win their independence the lands of the Indian would be confiscated and he would be driven from the country which he had inherited from his forefathers. Gradually the savages grew bolder and forays into the settlements of the whites became more numerous.

### CHAPTER V.

# COLONEL HARTLEY'S EXPEDITION—DEATH OF JAMES AND CAPTAIN JOHN BRADY.

SELECTED TO LEAD EXPEDITION AGAINST INDIANS—PLAN OF CAMPAIGN—OBJECTIVE—ENGAGEMENTS WITH INDIANS—SUCCESS OF EXPEDITION—JAMES BRADY AND OTHERS KILLED BY INDIANS—CAPT. JOHN BRADY KILLED—ANOTHER INDIAN AND TORY RAID—FORTS BRADY AND FREE-LAND DESTROYED—GENERAL SULLIVAN'S INVASION—CAPTAIN KEMPLEN KILLED—COLONEL HUNTER—MOSES VAN CAMP—ROBERT COVENHOVEN.

Soon after the completion of Fort Muncy, Congress decided that an expedition should be sent against the Indians in the West Branch Valley for the purpose of destroying as many of their villages as possible and Colonel Hartley was selected to command the troops. The place of rendezvous was Fort Muncy. Colonel Hartley had hoped to assemble a force of about 400 men but when all had reported by the 18th of September, 1778, he found he had only about half that many of the rank and file.

Having completed his preparations, Colonel Hartley set out on the morning of September 21, carrying two boxes of ammunition and twelve days' rations. Every available man that could be spared for the purpose was taken along. The detachment passed up the river, crossing Loyalsock Creek near where the present borough of Montoursville now stands, and thence to the Sheshequin trail at Millers' Run below the present city of Williamsport and thence by this trail through Bloomingrove to Lycoming Creek below Hepburnville.

The going was hard, frequent swamps and morasses being encountered between Fort Muncy and the Sheshequin trail. The trail was narrow and had to be widened in many places to

enable the men and horses to pass. When they reached Lycoming Creek they found themselves in the midst of dense forests, covered with underbrush, and they were compelled in many places to actually cut their way through. They were constantly on the watch, for at any minute they might have encountered a band of Indians large enough to have annihilated them.

After reaching the head of Lycoming Creek, the expedition struck across to the North Branch of the Susquehanna, their objective being Tioga Point, which was one of the principal concentration points of the Iroquois. On the morning of the 26th of September the advance guard of the expedition, composed of nineteen men, met an equal number of Indians and an engagement ensued. The Indians were greatly outnumbered when the main body came up and precipitately fled. The next day the expedition came to a place where a large body of Indians had encamped for the night but were frightened off on the approach of Hartley's men. The Indians were on their way down the valley to attack the settlers but were prevented from carrying out their designs by the timely arrival of Hartley's troops.

No time was lost in hurrying on to Sheshequin, where fifteen prisoners were taken. Upon learning that the Indians had been apprised of his approach through the treachery of a deserter, Hartley hurried on to Tioga Point. Several of the enemy were seen but they quickly fled. It was after dark when Tioga Point was reached, and as his men were much fatigued, he determined to let them have a good night's rest. In the morning he was informed that the Indians were on the war path and had been advised of his coming and were concentrating on all sides with the purpose of attacking him. He was also told that a number of British had joined the Indians. He, therefore, decided to proceed at once down the North Branch toward Wyoming. This he did after destroying the fort at Tioga Point and all the huts and dwelling places in the

village, including Queen Esther's palace to which Robert Covenhoven, who accompanied the expedition, was the first to apply the torch. Had Colonel Hartley been in sufficient force he would have attacked the enemy and might have been able to inflict serious damage.

In the morning the little army crossed the river and marched toward Wyalusing. This point was reached in the evening. The pace had been rapid and the troops were much exhausted. The next day they proceeded on their way, constantly harassed on flank and rear by small bodies of Indians. On the day following, the detachment was attacked by a body of about 200 Indians, who were repulsed with heavy loss. Hartley had four men killed and ten wounded in this encounter. After considerable delay the expedition continued its way down the river and reached Fort Augusta at Sunbury on October 5.

Hartley and his men had traversed about three hundred miles in a little over two weeks, driven in fifty head of cattle and captured 28 canoes. His loss had been comparatively small. When the character of the country traversed and the difficulties encountered is considered, this expedition ranks as one of the most remarkable achievements ever accomplished in any war.

Colonel Hartley was accompanied by Captain John Brady, Captain Hawkins Boone, Lieutenant Robert King and Robert Covenhoven, whose knowledge of the Indian character and the topography of the country through which the expedition traveled were of the utmost value to their commander.

In sending in his report of the occurrences during the progress of the invasion of the enemy country, Colonel Hartley also asked for 300 bullets for three pound cannon, 300 cartridges of grape shot, 1,000 flints, six barrels of powder and numerous other articles. From this it will be seen that he did not consider the danger to the settlers as passed and in this he was

not mistaken for sporadic attacks continued and one man was killed by the Indians in the very shadow of Fort Muncy.

But the expedition did have an excellent moral effect and for a considerable time the Indians attempted no forays in the valley in force. Their outrages were limited to individual encounters usually perpetrated by creeping up on some unprotected settler and scalping or tomahawking him without warning.

Having become wearied with his labors Colonel Hartley asked to be relieved of his duties and in November his request was granted. He left a portion of the garrison at Fort Muncy and the rest of his troops were assembled at Fort Augusta.

Colonel Hartley was born in Berks County, studied law and was admitted to the bar. At the outbreak of the Revolution he took an active part in the cause of the colonists and soon entered the military service in which he rose to high rank. He rendered distinguished aid to the settlers of the West Branch Valley and they were reluctant to see him leave. He was one of the outstanding figures of the Revolutionary period.

One of the saddest tragedies that ever occurred in the West Branch Valley was perpetrated soon after the settlers returned from the exodus of the Big Runaway. On August 7, 1778, eight soldiers from Fort Muncy were ordered to the mouth of Loyal-sock Creek to guard fourteen cradlers who had gone there to cut grain. In the party were James Brady, son of Captain John Brady, and Peter Smith, who had lost his wife and four children in the massacre at what is now Fourth and Cemetery streets in Williamsport the preceding June.

The men stood their guns against a tree and set to work. They had not been engaged long until a party of Indians appeared. All ran for their guns but before they could be reached young Brady was shot down and scalped. He managed to make his way to the house of Jerome Van Ness nearby where his wounds were dressed. He was then placed in a

canoe and taken to Sunbury, where his mother resided. He was given the best of care but died four days later.

The next spring, April 11, 1779, the culminating atrocity of these perilous times was perpetrated when Captain John Brady was killed while on his way from Fort Muncy to his stockaded home in Muncy.

The Indians had been comparatively quiet during the preceding winter but in the spring they broke loose with redoubled fury.

Brady and his family had returned to the fortified home at Muncy after the Big Runaway and on the fatal day he had gone with Peter Smith to Fort Muncy for some supplies. On their return he was waylaid and shot near the mouth of Wolf Run. Captain John Brady's body was taken to Muncy where funeral services were held and he was buried in the cemetery at Halls.

After her husband's death Mrs. Brady returned to her former home at Shippensburg but afterwards settled in the Buffalo Valley near Lewisburg. In making the trip to her new home she rode all the way on horseback carrying a baby in her arms and leading a cow. This journey was made through a partly unbroken wilderness with the chance of her being beset by lurking savages at any moment.

After the death of Brady the Indians became bolder and again began their cruel work of massacre. But by this time the authorities had become familiar with the conditions in the West Branch Valley and more troops were sent here for the protection of the settlers.

In the meantime rumors had reached the settlement that a strong force of Indians and Tories were on their way from New York state and Colonel William Hepburn, in command at Fort Muncy, sent Robert Covenhoven up Lycoming Creek to ascertain the truth or falsity of the report. Covenhoven made his way up as far as the present Roaring Branch where he discovered that a large force had concentrated and was on its

way down the valley. He immediately returned and reported to Colonel Hepburn, who at once ordered the evacuation of Fort Muncy and the whole valley for the second time. The inhabitants proceeded to Sunbury in much the same way as they had the year before but better order was maintained.

The savages, both red and white, came down Lycoming Creek as foreshadowed by Covenhoven, and again laid waste the entire valley. Everything combustible was burned, Fort Muncy included. They were unable to destroy the ramparts which were largely built of clay but everything else became a prey to the torch. Members of several families were killed during this invasion, among them being a son of Abraham Webster of Muncy Valley.

The band of marauders led by a British officer, the notorious Captain John McDonald, and Hiakotoo, a Seneca chief, and husband of Mary Jamison, the captured white woman, proceeded on to Muncy, where they burned Fort Brady. They then continued on to Fort Freeland, which they captured and destroyed on July 28, 1779.

After the second runaway settlers were slow in returning to the West Branch Valley because of an insufficient force of militia to protect them and it was not until the fall of 1779 that they felt secure enough to venture back to their homes and when they did so they found them practically all destroyed. General John Sullivan had completed his successful invasion of the country of the Five Nations and had destroyed most of their villages. The Indians were greatly exasperated thereby and sought to retaliate on the white settlers wherever they might be found.

Strong representations were made to the supreme executive council and the need of adequate protection for the inhabitants was urged. Accordingly Colonel Ludwig Weltner's German regiment of the Continental line was sent to the valley. This regiment consisted of only 120 men of the rank and file and, as some of these had to be kept at Fort Augusta to guard the

stores of munitions and supplies, it left an insufficient force to be sent further up the valley. It was impossible to range the country to any considerable extent, but they did the best they could.

The winter of 1779-1780 was a rigorous one and as the inhabitants were compelled to live in rudely constructed log huts, they suffered greatly. It is true that the great quantity of snow that fell served to keep the Indians at home, but it was also a great drawback to the settlers themselves. Fort Muncy had been so greatly damaged that it was of little use either as a refuge or as a storehouse for supplies. Colonel Weltner strongly advised the rebuilding of Fort Muncy but the work was not undertaken at that time. Upon the withdrawal of Colonel Weltner's regiment in the spring of 1780 small garrisons of men were placed in the forts below the Muncy hills but none above that point, where they were most needed. Shortly afterwards General James Potter was sent to Fort Augusta to command the volunteers, but by this time the Indians had become reasonably quiescent and their services were not needed. Subsequently Captain Thomas Kemplen was sent to the valley after he had recruited a company of volunteers. He was killed by the Indians at the mouth of Muncy Creek, in March, 1781.

The Indians continued their occasional attacks during the winter but on the whole the settlers lived through it in comparative quiet.

It is possible that Fort Muncy was rebuilt under the direction of Captain Thomas Robinson, who was sent there in command of a company of volunteers on March 6, 1781, and was known to have favored its being done. While stationed at the fort, Captain Robinson scoured the country in all directions in search of hostile Indians and did much to inspire confidence in the settlers. He ascended Lycoming Creek as far as Eeltown, near the present village of Hepburnville, where at one time an Indian village was located. Captain Robinson remained until the summer of 1781 and then returned to Fort

Augusta. He was the last officer to be sent to the valley during the period of the Indian activities. The pioneers of the West Branch of the Susquehanna had suffered greatly and endured much during the early period of their occupancy, but now a better day was dawning. On the thirtieth of November, 1782, news was received of the signing of a treaty of peace between Great Britain and her colonies in which the independence of the latter was acknowledged. This news caused much rejoicing in the infant settlement from the Muncy Hills to the Great Island at Lock Haven. The people could now continue the work of clearing the land and rebuilding their homes without further molestation.

Among those who had aided the inhabitants of the valley in their struggle with the Indians was Colonel Samuel Hunter. He was born in Ireland and came to America in early life. He entered the military service of the colonies and rose to high rank. When the Pennsylvania militia was organized at the beginning of the Revolution, he was chosen colonel of the First Battalion. He served in this responsible position until the close of the war. He died April 24, 1784.

Another distinguished individual who rendered eminent service to the colonies during their formative period was Moses Van Campen. He served as an officer in the militia and afterwards as a private in the Continental line. He was born in New Jersey and came with his parents to Pennsylvania. He became an expert woodsman and an unerring shot. In early life the Indians killed his father and burned the family home. From that day young Van Campen vowed vengeance on the red man and well did he keep his vow. One of the most thrilling incidents of his life occurred on the West Branch of the Susquehanna when, on the death of his father, he and a companion, Peter Pence, were taken prisoner by a band of ten Indians. Both were securely bound, but at night, while in camp, Van Campen managed to loosen his bonds and then released Pence. They attacked the sleeping Indians, after se-

curing their weapons and Van Campen killed five with a tomahawk and Pence killed four. One escaped with a tomahawk in his shoulder. They then released other prisoners and escaped down the river on a raft. Soon afterwards Van Campen joined Captain Robinson's rangers and Pence also saw much service in the Revolutionary War, afterwards settling in what is now Lycoming County, Pennsylvania, where he died.

One of the most daring men of this period was Robert Covenhoven, who was also of New Jersey extraction, but came to the West Branch Valley in his youth and grew to manhood in what is now Lycoming County. He served in the Continental army and was present at the battles of Trenton and Princeton. He returned home in the spring of 1777 and devoted himself to the defense of the frontier. He rendered distinguished service to Colonel Hunter and was a member of Colonel Hartley's expedition to Tioga Point. After the close of the Revolutionary War he purchased a tract of land below Jersey Shore to which he gave the name of "Conquest," and where he lived for many years. He died at the home of his daughter in Northumberland, October 29, 1846, at the ripe old age of nearly ninety-one years.

#### CHAPTER VI.

# SETTLEMENT AT MUNCY—INDIAN DEPREDATIONS—CATHERINE SMITH.

MUNCY MANOR DIVIDED—JOHN BRADY BUILDS FORT—LOCAL EFFECT OF THE REVOLUTION—PRESENCE OF TORIES—FREQUENT MASSACRES—SETTLERS ORGANIZE DEFENSE—SHORTAGE OF ARMS AND AMMUNITION—CATHARINE SMITH—THE WYOMING MASSACRE.

A number of squatters had settled on Muncy manor and, as the Revolution progressed and the tenure of the Penns on the lands in the province became more precarious, they determined to divide up the manor and sell off the land. Accordingly it was cut up into five tracts, one of which was sold to Mordecai McKinney, a prominent man of the period, who settled on it and built a house. This was destroyed at the time of the Big Runaway in 1778 and McKinney retired to Harrisburg and never returned. The second tract was sold to, and improved by, Peter Smith and Paulus Sheep. Tract number three was sold to Captain John Brady, who settled on and improved it by building a house and a defensive fort named Fort Brady. The fourth tract was sold to Caleb Knapp and also improved and built upon. The last tract was sold to John Scudder. Each of the tracts contained about 300 acres.

The John Brady fort was located in what is now the borough of Muncy near Muncy Creek and was occupied by him at the time of his death. It was a place of refuge in time of danger, not only for his family, but also for his neighbors. John Scudder, the purchaser of tract number five, came from New Jersey and settled on this land and built a log house and here, on May 21, 1771, his daughter Mary was born, she being the first female white child to come into being in that part of the present Lycoming County lying west of the Muncy hills.

John Scudder became an officer in the Revolutionary War and served until its close.

The progress of the Revolution caused considerable excitement in the West Branch Valley and feeling ran high. Most of the inhabitants were intensely loyal to the cause of the colonists, but there were some few Tories who were active and, to keep watch on them and preserve their own safety, a committee of safety was organized composed of the leading patriots of the section. This committee became very active and vigilant.

There was continual friction between the committee of safety and the provincial authorities because of the fact that urgent requests were sent to the valley for men to serve in the Continental army while those in authority here were just as insistent that, inasmuch as this was a frontier section, the men should be kept at home for its protection. A number of them were, however, sent to the front.

At one time a man, Robert Robb by name, who was said to have Tory leanings, was brought to trial by the committee of safety and after conviction was sentenced to imprisonment in some place to be selected by the state committee, or to immediately shoulder his gun and march with the militia to the defense of the United States. Robb indicated his desire to appeal the case to the state committee but pending this he was brought to trial at the Northumberland county court for misprision of treason and was acquitted. His case aroused very bitter feeling and it was claimed by his friends that the charges were brought against him by his personal enemies in order to compass his downfall. The Robb family was prominent in the cause of liberty in the infant settlement and Robert Robb's descendants became closely identified with the progress and development of Lycoming County.

Another peculiar case that came within the cognizance of the committee of safety was that of William Read. Read was charged with refusing to take up arms for the colonies and, upon being questioned, explained that he was once concerned in a riot in Ireland and on being tried was acquitted upon his taking an oath never to take up arms against Great Britain. If he joined the colonists it would be a violation of his oath. Asked if he were willing to swear allegiance to the United States, he replied that he was, if it did not entail any obligation to take up arms against Great Britain. The committee had to let it go at that. He took the oath and was not again urged to take up arms.

During the gloomy period of the year 1777 settlers continued to flock to the West Branch Valley. Most of them came from New Jersey, which had been overrun by both the British and Continental armies and they were desirous of settling in a more quiet neighborhood. But, except for the more fertile land which they were enabled to acquire by this move, it is a matter of doubt whether they had bettered themselves materially for the valley now became under constant menace from the northern Indian tribes.

Day by day, urged on by the machinations of the English, the Indians became bolder and massacres of the white inhabitants became frequent. Constant representations were made to the provincial authorities for more adequate protection but these appeals fell upon deaf ears.

The danger from the incursions finally became so great that the inhabitants were compelled to begin the building of defensive forts. Fort Brady had already been constructed at Muncy and another one at the mouth of Loyalsock Creek. Colonel Henry Antes also built one on a high bluff opposite the mouth of Pine Creek and to this the inhabitants of the neighborhood frequently resorted for safety in times of danger. This became a place of considerable note and at one time a body of militia was stationed there.

But notwithstanding these precautions and defensive fortifications massacres continued to be perpetrated and more appeals went to the supreme executive council that bodies of the militia be sent to the frontier for the protection of the in-

habitants. Some of these pleas were heeded and militia detachments were sent here but they remained for only a short time. As soon as things quieted down a little the militia was withdrawn and this was the signal for the Indians to renew their depredations. Except for the determined activity and skill of such men as Robert Covenhoven, Captain John Brady, Richard Armstrong and others of like character, the fate of the settlers in the West Branch Valley might have been sealed early in the Revolutionary days and the end of the attempt to establish representative government would have followed.

During these perilous times points of concentration were established along the river from Muncy to Lock Haven. Beginning with Fort Brady there were also the Wallis farm at Halls, Fort Harris at Montoursville, a small defensive work at the mouth of Lycoming Creek, Fort Antes at Pine Creek and subsequently Forts Horn and Reid between Jersey Shore and Lock Haven. During the year 1777 the Indians in the West Branch Valley took the war path in earnest and many tragedies followed in the wake of their forays. For a time what is now Lycoming County became a dark and bloody ground.

In the autumn of this year the Benjamin family, living on what was known as the Buckley farm on Loyalsock Creek, was attacked. They fled to the home of Daniel Brown, father-inlaw of one of them, for protection. The house was set on fire but Brown refused to leave. He and his wife and one child were burned to death. One of the Benjamins was killed by a tomahawk and a child was scalped. The others were taken into captivity. This horrible affair added to the excitement which was running high in the valley and served to confirm the belief that the Indians were in alliance with the British authorities.

In December a man was killed near the mouth of Pine Creek by the Indians and another was murdered at the Great Island. The savages even penetrated the Buffalo Valley above Lewisburg and spread consternation in all directions. Again pleas were sent to the supreme executive council asking that militia

be sent to the valley for protection of the inhabitants. But the soldiers were all needed at the front and the petitions went unheeded.

Another difficulty under which the settlers labored was the scarcity of ammunition. They were able to take care of themselves if properly equipped to do so but powder and ball were scarce articles and were almost worth their weight in gold, and it was difficult to obtain them even had the inhabitants had gold with which to purchase them. All the articles of lead in the settlements had been melted to obtain bullets which the women moulded themselves and other articles, such as round stones, could be used in their place, but there was no way of making powder as the materials for this purpose were lacking.

The Brown-Benjamin massacre was followed by others equally as revolting and the existence of the settlers in the valley became more and more precarious. Constant appeals were being made by the supreme executive council to send additional men to join the Continental army notwithstanding the fact that had those appeals been granted, it would have left the frontier without protection and the whole territory would have to be abandoned.

Another difficulty under which the people labored was the absence of constituted legal authority. The courts were poorly organized and the offices of the lesser magistrates were often filled by incompetents. The long distance from the upper parts of the valley to the county seat at Sunbury made trips to that place exceedingly difficult aside from the expense involved.

On June 7, 1778, one of the bloodiest massacres of these perilous times was committed near the mouth of Lycoming Creek when six persons were killed.

This affair sent a thrill of horror throughout the settlement and also aroused deep resentment in the provincial authorities. But by this time the people had become tired of appealing to the state officials and determined to take their grievances direct to the Congress of the United States.

This action on the part of the settlers in the valley produced some results for shortly afterward Colonel Hunter, in charge of what little militia was stationed along the West Branch, received \$7,500 in cash with which to buy the much needed supplies. With a considerable portion of the money he bought food for his own men and the inhabitants who needed it. But the greater desideratum was arms and ammunition and even money could not buy these for there was no place from which they could be obtained except from the government.

A boring mill had been erected at White Deer in what is now Union County, by a widow named Catherine Smith, at her own expense, and she was thereby able to supply the settlers with a certain number of arms, which helped to relieve the situation materially, but it could not correct it altogether. The career of Catherine Smith was a sad one. For many years she devoted her services to the cause of the colonies without pay or remuneration of any kind. Subsequently her property was taken away from her by reason of a defect in her title and she lost all she had. In her old age she and her friends petitioned the state legislature for a small pension to relieve her of actual want in which was recited the eminent services she had so unselfishly rendered in the cause of liberty, but the petition was never granted and she died in penury and is buried in an unknown grave at White Deer. She was one of the real heroines of the Revolution and died a martyr to its cause.

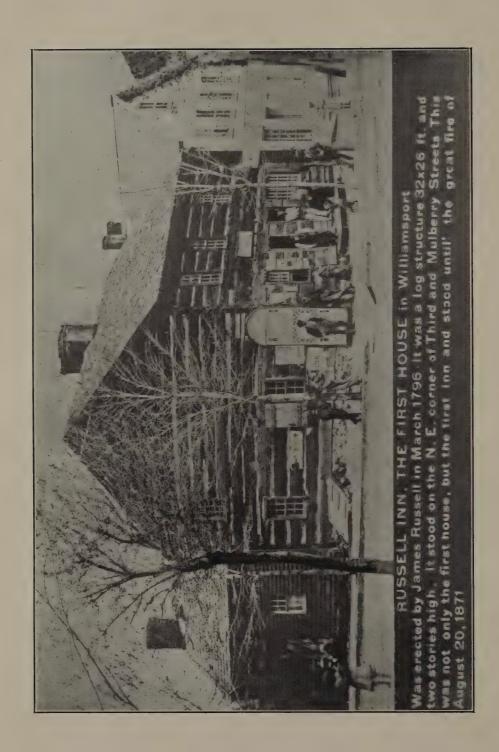
The frequent appeals made to the supreme executive council were now beginning to take effect. The news of the massacres on the West Branch finally convinced that body that the inhabitants were in dire peril and it was at last aroused to action. Seventy-five rifles were forwarded to Colonel Hunter, but ammunition was still lacking.

Meanwhile the settlers were feverishly erecting small forts and places of defense and to these the women and children hurried as fast as they were completed. A pall of impending disaster hung over the entire valley and the inhabitants continued their preparations to meet any emergency.

It was unfortunate, too, that just at this time of grave danger a feeling of jealousy began to evince itself between the upper and lower ends of the county, those in the neighborhood of Jersey Shore being convinced that too much consideration was being shown the people of the lower end to their neglect. There was little cause for this feeling, for the authorities, in spite of innumerable handicaps, were doing the best they could with the means at their command.

Sporadic massacres continued to be perpetrated in different sections and the apprehension of the people grew more intense. Finally came the news of the horrible atrocity at Wyoming on the third day of July, 1778, and a veritable panic ensued in the West Branch Valley.





### CHAPTER VII.

## LYCOMING COUNTY ERECTED.

AN ATTRACTIVE LOCATION—NECESSITY FOR A NEW COUNTY—FAILURE OF MEASURE IN 1786—EFFORT TO REMOVE COUNTY SEAT DEFEATED—BILL ERECTING COUNTY PASSED IN 1795—EXTENT OF NEW COUNTY—FIRST OFFICIALS—SELECTING A COUNTY SEAT—COURTS ORGANIZED—RIVAL CLAIMANTS FOR COUNTY SEAT—WILLIAMSPORT SELECTED—JAIL AND COURT HOUSE BUILT.

Following the restoration of peace that portion of the Susquehanna Valley lying west of the Muncy Hills began to fill up rapidly. It was an attractive country for settlers, the soil was fertile and the climate healthful. The Indian menace had vanished with the close of hostilities and the inhabitants could now live in peace.

It was not long after this that it became apparent that the county of Northumberland embraced too much territory and its townships were too large. It covered almost one-fourth of the entire state in point of area and at the close of the Revolution was divided into five townships located between the Muncy Hills and Lock Haven, a distance of forty miles. In 1786 Muncy Township, the largest of these, was stripped of that portion lying between the Loyalsock and Lycoming creeks and a new one erected to which was given the name of Loyalsock and thus it has continued to the present day except that portion of it embraced within the limits of the city of Williamsport.

As the population increased, the difficulties of traveling all the way to Sunbury to attend court increased at the same time. It was a week's journey to go and come from the upper part of the county and the trip was accompanied by a very considerable expense which those whose attendance upon the courts was necessary could ill afford.

The necessity for another county became urgent. Had the lands in Northumberland County have lain in a compact body the case might have been different. But they stretched along both sides of the river forming a narrow ribbon so long that it was necessary to traverse half the width of the state to reach the county seat. Naturally, those persons residing at Sunbury and the lower parts of the county were opposed to surrendering any part of the territory and thus lessen the number of persons who were helping pay the taxes.

Agitation for a new county began as early as 1786 and was pushed with more or less vigor for nine years, before success was achieved. A bill was presented to the provincial council in 1786 providing for the erection of a new county and although it met with considerable favor, it failed by reason of the determined opposition brought against it. daunted, the proponents of the measure changed their tactics. At the next session of the council a measure was introduced changing the location of the county seat from Sunbury to a point farther up the river. But this was also doomed to failure. The opposition to it was intense and the representatives of the lower part of the county fearing the success of the latter move, if renewed, switched over to the support of the first bill providing for a separate county and it was actually passed, but for some reason it was not signed by the presiding officer of the council and thus failed of becoming a law.

This was but the beginning of a supreme struggle which increased in bitterness as the fight progressed and aroused animosities which ramified all over the state. Bill after bill was introduced in the years that followed only to meet the same fate as the first ones. Then, for two years the matter was left in abeyance. In the meantime the population of the upper part of the county was growing rapidly and these people began to have a preponderating influence at Harrisburg.

The struggle was renewed in 1794 when another petition was presented for the removal of the county seat to some point

west of Lycoming Creek. This petition was ordered to lie on the table. Then, on the twenty-sixth day of February, a committee of the Senate was ordered to bring in a bill providing for the erection of a new county. One of the members of this committee was William Hepburn, who was the owner of a tract of land at the foot of what is now Park Street in the city of Williamsport and, as a matter of course, he was deeply interested in having a new county organized with the county seat somewhere near his farm. Hepburn was a state senator from the county of Northumberland and was a man of very considerable influence among his colleagues and a full power of this influence was thrown in favor of the new county.

The bill was debated during the months of February and March that followed and on March 19, 1795, it was taken up on third reading. In the original bill the name of the new county was designated as Jefferson but an amendment was offered changing the name to Lycoming. This amendment was lost. It was then proposed to call it Susquehanna but that was voted down as was also the name of Muncy. Finally the name of Lycoming was selected, after the great stream passing through it, and the further consideration of the bill was postponed until March 25, when it was taken up in the Senate, on motion of Mr. Hepburn, and referred to the House. It did not come up in the House until April 11 and then after some discussion it was referred back to the Senate with several amendments. A conference committee was then appointed to endeavor to adjust the differences between the two houses and this committee reported on the thirteenth day of April, 1795, and the bill was than immediately taken up and passed by both houses. It was signed by Thomas Mifflin, the first governor of Pennsylvania. The county was attached to the third congressional district and was allowed one representative in the Legislature. It became a part of the senatorial district composed of Mifflin, Northumberland and Luzerne counties.

At the time of its erection Lycoming County embraced a territory vast in extent and of inestimable commercial value. It comprised, in whole or in part, sixteen of the present counties of the state and extended as far west as the Alleghenv River and as far north as the New York state line. It contained more than 12,000 square miles, or over one-fourth of the whole state, and a glance at the map showing the counties which were originally included within its borders will indicate what a magnificent domain it once was. There were the present counties of Armstrong, Bradford, Centre, Clearfield, Clinton, Indiana, Jefferson, McKean, Potter, Sullivan, Tioga, Venango, Warren, Forest, Elk and Cameron. It was greater in extent than the whole of the state of Massachusetts, and would have made two or three of some of the smaller states. Lycoming County now contains only 1,220 square miles, or about one-twelfth of its original number.

The natural wealth of the county at the time of its creation was incalculable and at that time, of course, unknown. It included vast coal and iron deposits, almost inexhaustible forests of timber, immense quarries of various kinds of stone, valuable for building and other purposes, oil deposits which have since enriched their owners beyond the dreams of avarice, and some of the most fertile agricultural lands in the state. It would be impossible even to estimate the vast amount of wealth that has been developed within the limits of this territory, but it is a safe assertion that it would run into the hundreds of millions, and probably double that amount will be realized within the counties embraced in its original borders during the next half century.

The county was now erected, but it had no officials. Consequently, on the 14th day of April, 1795, Governor Mifflin appointed John Kidd recorder of deeds, register of wills and clerk of the various courts of the new county. The next day, April 15th, 1795, he appointed Samuel Wallis, William Hepburn, John Adlum and Dr. James Davidson first, second, third and

fourth associate judges, respectively, with power to organize the courts. They met at the village of Jaysburg, at the bank of the river on the west side of Lycoming Creek, and organized by electing William Hepburn president, and he, therefore, became the first president judge of Lycoming County, although he was not a lawyer. Indeed, none of them was learned in the law.

The next step was to select a county seat. Three places were candidates for the honor, namely Dunnstown, in what is now Clinton County, Jaysburg and Williamsport. A long and bitter fight ensued, which finally terminated in the selection of Williamsport.

The courts now being organized and a county seat selected, it next became necessary to elect officers to enforce the decrees of the courts. An election was therefore held on October 16, 1795, at which time John Hanna, James Crawford and Thomas Forster were elected county commissioners and Samuel Stewart was chosen sheriff. The board of commissioners at their first meeting appointed John Kidd county treasurer, adding one more office to those he already filled. Kidd probably held more offices at one time than any other man in the state. He was the "Pooh Bah" of the new county. He was, at one and the same time, recorder of deeds, register of wills, clerk of the orphans court, prothonotary of the court of common pleas. clerk of the court of quarter sessions, clerk of oyer and terminer and county treasurer. He was, however, a man of education and culture and became of great importance in the new county.

Lycoming County was now fully organized, and from that time down to the present has been one of the most important in the state. The first jail, on the site of the present structure, was completed in 1801, and the first court house, also on the site of the present one, was completed in 1804. The court house bell, hauled in a wagon from Philadelphia, was placed in

position in the same year and from that day to this has continued in uninterrupted use.

Since its erection as a county, slice after slice has been taken from Lycoming's fair domain until but a small proportion of its original area is left, but it still ranks first in size in the state and in its material growth and development, its beauty of scenery and general healthfulness it is surpassed by none.

The officials of the new county organized sometime between the fifteenth and the twentieth of April, 1795, at the home of Thomas Caldwell at the town of Jaysburg situated at the mouth of Lycoming Creek on the west side. The first entry in the court records is a copy of the act creating a new county.

Three places were striving for the honor of being made the county seat and a bitter fight was waged for some time. Dunnstown, opposite what is now Lock Haven, put in an early claim and the people of Jaysburg were also active and went so far as to secure quarters for the county offices and a place of meeting for the courts. Williamsport also cast its hat into the ring, although not so well located as Jaysburg. The Jaysburg people felt very confident of winning out and, indeed, the location at the mouth of Lycoming Creek would have been an ideal one.

But there was political pull in those days as well as now, there were wheels within wheels and sometimes the little wheel was the biggest. Ex-Senator William Hepburn, being a large land owner in a portion of what is now Williamsport, was deeply interested in having the latter place selected and he brought all his influence to bear on the commissioners appointed to make the selection.

At this juncture another element was injected into the fight. Michael Ross appeared on the scene and joined forces with Judge Hepburn. Ross was the owner of something over two hundred acres of land on a portion of what is now Williamsport and had laid some of it out in lots and erected buildings thereon. He became an important factor in the bitter struggle

being waged. And now a new danger confronted the proponents of both Jaysburg and Williamsport. The commissioners were getting tired of the struggle between these places and the selection of Dunnstown to settle the dispute became imminent. In this crisis Judge Hepburn urged upon Michael Ross the necessity of making some kind of inducements to the commissioners. Accordingly he offered to donate a lot for the court house and one for the jail. This seems to have been the deciding factor and Williamsport was selected. But Jaysburg died hard. The courts had already been held there and the county offices were located in the Caldwell tavern. Kidd, who practically filled all the county offices, refused to move to Williamsport and it was only after threats to report the matter to the governor that he consented to move the court records and his office to the county seat.

The fight between Jaysburg and Williamsport was waged with so much asperity that the effects of it are remotely felt even down to the present day. It was many years, after Williamsport had actually became a city of importance, before the residents on the western side of Lycoming Creek could be induced to become a part of it. No record of the report of the commissioners has been preserved but there is no doubt that one must have been made selecting Williamsport as the county seat.

The dissatisfaction that followed the selection of Williamsport for the county seat continued until the beginning of the nineteenth century, a period of four years, and improvements and progress in the village were greatly retarded. Except for a few log houses there were no buildings and when the matter of erecting a jail and court house was broached citizens of Jaysburg and many in the upper end of the county were unwilling to co-operate and, as a matter of fact, interposed obstacles at every turn. The court was a peripatetic affair and moved about from one place to another seeking a permanent abiding place.

In 1800 the building of the jail on the lot donated to the county by Michael Ross was begun on West Third Street where the present structure now stands. It was pushed with vigor and was ready for occupancy the succeeding fall and was fully completed in 1801. It has been used continuously ever since, although two new structures have been erected on the original site. In 1844 a part of the wall was removed and a brick addition built, the upper part of which was used as a lodge room by the Odd Fellows and the lower floor was occupied by the Washington Fire Company.

In 1867 fire destroyed a portion and the rest of it was torn down and an entirely new building erected built of stone completely and surrounded by a stone wall. This building is still standing and has never been altered except in minor details from that day to this, although the beautiful tower was torn down in 1927. It stands in the central part of the business section of the city and is a model of architectural beauty. The first courts were held in the old Russell Inn, a log house which stood at the corner of East Third and Mulberry streets, which was the first dwelling house to be erected within the present limits of the city of Williamsport. They were held in other places from time to time until the necessity of erecting a court house became urgent.

Before the jail was fully finished the erection of a court house on the present site on West Third Street was begun. It was pushed rapidly to completion and was ready for occupancy in 1804. The bell, which still hangs in the tower, was hauled in a wagon from Philadelphia by General John Burrows. This building continued to be used down to the year 1860, when the necessity for larger quarters for the county offices began to be felt. Consequently it was torn down and the present structure erected on the site of the old one. The original building, built at this time, remains unchanged down to the present day, but a commodious addition was erected in the year 1897.

### CHAPTER VIII.

## OFFICERS OF LYCOMING COUNTY.

PROTHONOTARIES—SHERIFFS—REGISTERS AND RECORDERS—CORONERS—TREASURERS—DISTRICT ATTORNEYS—COUNTY COMMISSIONERS.

The officers of Lycoming County since it was erected as a separate organization, with the date of their appointment or election, have been as follows:

Prothonotaries.—Clerk of the court of quarter sessions and general jail delivery and clerk of the court of over and terminer, all held by one person-John Kidd, April 14, 1795; Ellis Walton, February 28, 1809; John Burrows, September 14, 1813; Thomas Hays, February 17, 1818; Philip Krebs, March 8, 1821; Tunison Coryell, January 17, 1824; Joseph Wood, January 29, 1830; Joseph K. Frederick, January 13, 1836. The foregoing officers were appointed, but in the legislative session of 1837-1838 they were made elective and since then these have served: Herman C. Piatt, October 8, 1839; Hepburn McClure, October 11, 1842; Lewis Martin, October 14, 1845, re-elected October 10, 1848; Joseph M. Green, October 14, 1851; George F. Boal, October 10, 1854. Mr Boal died January 18, 1856, and Robert Hawley was appointed by Governor Pollock, January 24, 1856, to fill the unexpired term. Huston Hepburn, October 9, 1856; Jacob S. Runyon, October 11, 1859; Charles D. Eldred, October 14, 1862; N. B. Kimball, October 10, 1865; H. H. Martin, October 11, 1868; Theodore Hill, October 10, 1871; H. M. Blair, November 3, 1874; William Follmer, November 6, 1877, re-elected November 2, 1880; Daniel Steck, November 4, 1883; John L. Guinter, November 2, 1886, re-elected November 5, 1889; John E. Hopkins, 1892; Charles B. Vandine, 1895; Samuel S. Jarrett, 1898; C. Edward Bennett, 1901; Andrew W. Siegel, 1904; Harry S.

Meyer, 1907; Frank M. Gallagher, 1911; William P. Wilson, 1915; Seth M. McEwen, 1919; Theodore Beck, 1923; re-elected 1927.

Sheriffs.—Samuel Stewart, October 26, 1795; John Cummings, October 24, 1798; Samuel Stewart, second term, October 27, 1801; John Cummings, second term, October 26, 1804; John Hays, October, 1807; John Cummings, third term, October, 1810; Arthur McKissick, October 26, 1813; John Cummings, fourth term, October 18, 1816; David McMicken, October 22, 1819; Thomas Hays, October 22, 1822; James Winters, October 22, 1825; Thomas Hall, October 28, 1828; James Winters, second term, October 21, 1831; William Harris, October 20, 1824. Mr. Harris died in 1835 when the coroner, Charles Low, was sworn in and served out the term. Thomas W. Lloyd, October, 1836; John Bennett, October 18, 1838; Hugh Donly, Jr., October 12, 1841; William Riddell, October 8, 1844; John Bennett, second term, October 12, 1847; John B. Beck, October 8, 1850; Abraham Bubb, October 11, 1853; Daniel S. Rissell, October 14, 1856; Frederick Shale, October 11, 1859; John B. McMicken, October 14, 1862; Robert McCormick, October 10, 1865; John Piatt, October 13, 1868; Samuel VanBuskirk, October 10, 1871; Thomas Mahaffey, November 3, 1874; John S. Bastian, November 6, 1877; Samuel Wilson, November 7, 1880; W. E. Sprague, November 6, 1883; J. M. Wolf, November 2, 1886; Edward W. Michael, November 5, 1889; Frank Fullmer, November 7, 1892; A. G. Rothfuss, November 5, 1895; Jefferson A. Gamble, November 7, 1898; Harvey G. Milnor, November 5, 1901; William Riddell, November 7, 1904; Robert Seitzer, November 5, 1907; William J. Tomlinson, November 7, 1911; Charles Spring, November 2, 1915; Thomas Gray, November 5, 1919; Thomas Gray died in office, and his wife, Mabel Gray, filled out his unexpired term by appointment; Harry J. Little, November 6, 1923; Eugene B. Bardo, the present incumbent, November 7, 1927.

Registers and Recorders.—The offices of register and recorder, register of wills and clerk of the orphan's court are held by the same individual in Lycoming County and were filled by John Kidd from 1795 until 1809, when he was succeeded by Ellis Walton and he was followed on September 14, 1813, by John Burrows' successors were: Tunison Corvell. February 17, 1818; John Foulke, March 8, 1821; Abraham Taylor, January 17, 1824, reappointed February 17, 1826; John Vanderbelt, January 29, 1830, reappointed January 4, 1833; Joseph Griffins, January, 1836, reappointed January 3, 1838; Elias P. Youngman, October 8, 1839; Joseph W. Smith, October 11, 1842; Joseph F. Torbert, October 14, 1845; Jacob Roedarmel, October 10, 1848; Jacob S. Runyan, October 14, 1851; George A. Cramer, October 10, 1854; Michael Sechler, October 13, 1857; Theodore Hill, October 9, 1860; H. H. Blair, October 13, 1863; John W. Riddell, October 8, 1866; John H. Stevenson, October 12, 1869, reelected October 8, 1872; Frederick Hess, November 2, 1875; Thomas Johnson, November 5, 1878; Robert Wood, November 8, 1881; George W. Gilmore, November 4, 1884; W. C. King, November 10, 1887; C. J. Cummings, November 4, 1890; M. T. Howell, November 7, 1893; F. H. Keller, November 3, 1896; William H. Kiess, November 7, 1899; George W. Harder, November 4, 1902; William Losch, November 7. 1905; Frank V. Myers, November 3, 1908; J. Albert Losch, November 7, 1911; James M. Rook, November 2, 1915; Adam Zuber, November 4, 1919; Adam Zuber died in office in 1922 and his wife, Margaret E. Zuber, was appointed to fill out his unexpired term; Orlando L. Nichols, November 6, 1923; Robert G. Bates, the present incumbent, November 8, 1927.

Coroners.—There are no records of coroners in Lycoming County during the first three years of its existence. The first one was: Henry Dougherty, October 24, 1798; John Carrothers, October, 1801; John Brooks, October 26, 1804; Apollos Woodward, October 26, 1807; William Mahaffey, October 21, 1810; Moses Rush, October 26, 1813; Leonard Pfouts, October 17,

1816; Abraham Tallman, October 22, 1819; James R. Hughes, October 21, 1822; James Watson, October 22, 1825; Peter Dimm, October 28, 1828; Joseph S. Titus, October 25, 1831; Charles Low, October 19, 1834; Samuel Carothers, October 20, 1837; John G. Ephlin, October 13, 1840; John Swarts, October 10, 1843; David H. Goodwin, October 13, 1846; Jacob Wise, October 12, 1847; David Billman, October 8, 1850; Moses Bower, October 11, 1853; James Hall, October 14, 1856; Dr. George W. Wood, October 11, 1859; Joseph W. Keys, October 9, 1862; A. M. Hughes, October 11, 1865; Peter Biehl, October 13, 1868; Herbert H. Smith, October 12, 1869; Dr. William Goehrig, October 8, 1872; Dr. Horace G. McCormick, November 2, 1875; William Eves, November 5, 1878; Dr. George E. Saeger, November 8, 1881; Daniel C. Flannagan, November 4, 1884; Dr. G. Franklin Bell, November 10, 1887, re-elected November 4, 1890; Dr. William Goehrig, November 7, 1893. Dr. Goehrig was re-elected and served until 1906. He was followed by Dr. A. F. Hardt until 1914, when Dr. W. E. Delaney succeeded him. Then came Dr. George L. Schneider in 1918, and Dr. E. Loyd Rothfuss in 1926. He is the present incumbent.

Treasurers.—Until the year 1840 the county treasurer was appointed by the county commissioners, but in that year the office became elective. John Kidd was appointed December 15, 1795 and served until December 25, 1801, when Robert McClure was appointed. He served until 1805 and was succeeded by Samuel Stewart. Stewart held the office for one year and then gave way to A. D. Heburn, 1806 to 1808; Thomas Hays, 1808 to 1810; James Wallis, 1810 to 1814; Jeremiah Tallman, 1814 to 1816; Charles Stewart, 1816 to 1818; J. H. Huling, 1818 to 1820; Apollos Woodward, 1820 to 1822; John Vanderbelt, 1822 to 1824; Mathew Brown, 1824 to 1826; William Harris, 1826 to 1828; Thomas Lloyd, 1828 to 1830; Henry D. Ellis, 1830 to 1832; James Gamble, 1832 to 1834; James H. Huling, 1834 to 1836; Oliver Watson, 1836 to 1838. When the new law went into effect John Sloan was elected October 13, 1840; Samuel C. Wil-

liams, October 10, 1843; George W. Lentz, October 14, 1845; Thomas C. Longan, October 12, 1847; Charles H. Beeber, October 9, 1849; John Kinsey, October 14, 1851; John H. Rothrock, October 11, 1853; Robert Baker, October 9, 1855; James T. Dawson, October 13, 1857; Thomas Waddle, October 11, 1859; Benjamin Strawbridge, October 8, 1861; George S. Eves, October 13, 1863; Lewis Weigel, October 10, 1865; Abraham Swarts, October 8, 1867; W. H. Huston, October 12, 1869; Abram L. Crist, October 10, 1871; Christopher B. Shale, October 14, 1873: Jacob S. Maxwell, November 2, 1875; Nelson R. Keys, November 5, 1878. Mr. Keys died in office and his brother, William Keys, was appointed to serve out his term. Michael K. Swarts, November 10, 1881; Harvey W. Whitehead, November 4, 1884; Jerome B. Lundy, November 10, 1887; J. Heilman, November 4, 1890; S. G. Updegraff, 1893; A. D. Updegraff, 1896; William G. Miller, 1899; Amos Smith, 1902; Lyman Myers, 1905; George A. Gamble, 1908; Frederick Heether, 1912; Henry D. Achenbach, 1916; Henry G. Eisengmenger, 1920; Herbert M. Carson, 1924; Mrs. Mary J. Hill, the present incumbent, 1928.

District Attorneys.—The first commonwealth's attorney in Lycoming County was Jared Ingersoll. He served until 1800 and from that time down until 1809 the records were very much confused. Mordecai Heylman was appointed January 25, 1809, and served until July 20, 1819. He was followed by Ellis Lewis in 1820 and Joseph B. Anthony in 1821; 1824 to 1827, Ellis Lewis; 1828, James Armstrong; 1829-1832, George F. Boal; 1843-1847, Adolphus D. Wilson; 1848-1850, C. W. Scates; 1850-1853, George F. Boal; 1853-1856, Clinton Lloyd; 1856-1862, Charles D. Emery; 1862-1865, John J. Metzger; 1865-1868, Joshua Wallbridge; 1868-1871, O. H. Reighard; 1871-1874, Guy C. Hinman; 1874-1880, W. W. Hart; 1880-1883, John J. Reardon; 1883-1886, Verus H. Metzger; 1886-1889, James B. Coryell; 1889-1892, Charles B, Reilly; 1892-1895, Walter C, Gilmore: 1895-1898, N. M. Edwards; 1898-1901, Otto G. Kaupp; 1901-1907, William H. Spencer; 1907-1911, Ira F. Smith; 1911-1915.

Archibald M. Hoagland; 1915-1919, Charles J. Greevy; 1919-1923, Carl A. Schug; 1923-1929, William K. Bastian. The present incumbent is Henry C. Hicks.

County Commissioners.—The first board of county commissioners was elected on the second Tuesday of October, 1795. It consisted of Thomas Forster, John Hanna and James Crawford. After this year one member retired annually and a new one was elected. The succession follows: 1796, William Wilson; 1797, Henry Donald; 1798, Thomas Forster; 1798, James Mc-Clure; 1799, Samuel Torbert; 1800, John Burrows; 1801, James Stewart; 1802, John Carothers; 1803, Thomas Forster; 1804, Charles Stewart; 1805, Samuel Torbert; 1806, William Watson; 1807, Henry Donnel; 1808, Ellis Walton, Samuel Simmons and John Meens; 1809, John Piatt; 1810, W. M. Martin; 1811, W. A. Martin; 1812, Thomas Nichols; 1813, Benjamin Warner; 1814, Anthony Moore; 1815, Abraham Lawshe; 1816, Seely Huling; 1817, Hugh Donnelly; 1818, George Bennett; 1819, Henry Hughes; 1820, Jacob Beeber; 1821, Samuel Updegraff; 1822, Peter Venderbelt; 1823, James Winter; 1824, W. S. Montgomery; 1825, Daniel Folmer; 1826, Jacob Grafius; 1827, Thomas Hall; 1828, Robert Maffet. He died in office and James Lowden was appointed to fill out the unexpired term; 1834, Andrew Stewart; 1835, J. Montgomery; 1836, Charles Hepburn; 1837, William Riddell; 1838, John Gordner; 1839, Jacob Rothrock; 1839, Thomas Brown; 1840, William Smith; 1841, Daniel Strebeigh; 1842, Henry Clinger; 1843, John Steck; 1844, John Weisel; 1845, E. H. Russell; 1846, Thomas Wood; 1847, W. Sedam; 1848, William Riddle; 1849, J. B. Jones; 1850, H. Hartman; 1851, Nathaniel Blackwell; 1852, Andrew Reeder; 1853, Benjamin S. Lyon; 1854, Thomas Gallahauer; 1855, William Henry; 1856, J. G. Duitch; 1857, Michael Sypher; 1858, Thomas Lloyd; 1859, Samuel Harris; 1860, William W. Antes; 1861, Peter D. Beeber; 1862, D. K. Updegraff; 1863, H. M. Wolf; 1864, George S. Opp; 1865, D. K. Updegraff; 1866, William Riddle; 1867, Henry Buck; 1868, Charles Edwards; 1869, Sam-

uel Sunderland; 1870, William Eves; 1871, Benjamin Harris; 1872, William Harlan; 1873, Michael Weingardner; 1874, Samuel Maffett. Under the new constitution adopted in 1874 a full board of three members was elected every three years. They were as follows: 1875, William F. Harlan, Samuel Maffet, Daniel Steck; 1878, McKinney Smith, Daniel Corson, William Ebner; 1881, Enoch B. Tomb, Mathais Kaupp, G. W. Smith; 1884. Frank Fulmer, John S. Williamson, Joseph M. Lowe; 1887, Abner P. Foresman, William S. Starr, Thomas J. Strebeigh; 1890, John R. Bubb, Peter J. Eiswert, Henry Moyer; 1893, L. B. Robinson, Hepburn Goldy, John F. Montgomery: 1896, Hervey Smith, Frederick Sanders, John P. Bubb; 1899, Henry Smith, Frederick Sanders, John P. Bubb; 1902, C. Thomas McClarin, W. T. Sherman, Harrison Wheeland; 1905, Samuel Bastain, Reuben H. Rothfuss; 1908, John P. McConnell, Nate Brion, John R. Smith; 1912, O. C. Brass, H. R. Fleming, S. M. Ault; 1916, Charles Myers, John G. Durrwachter, Joseph H. Nicely; 1920, George W. Tompkins, Fred R. Applegate, Robert Seitzer; 1928, the present incumbents, Joseph H. Nicely, Fred R. Applegate and Charles H. Rothfuss.

#### CHAPTER IX.

# EARLY ROADS—STAGE COACHES—CANALS—RAILROADS.

FIRST HIGHWAYS—THE GENESEE ROAD—COUDERSPORT PIKE—RIVER THE FIRST MEANS OF TRANSPORTATION—CANAL BUILDING—FIRST RAILROAD COMPLETED—OTHER RAILROADS—TRANSPORTATION OF LUMBER—PENN-SYLVANIA'S SYSTEM—PETER HERDIC—RESIDENT RAILROAD OFFICIALS—READING RAILROAD—RIVER TRANSPORTATION.

One of the first matters to which the attention of the county officials was called after it had been organized was the building of roads. As early as 1772 a road had been built from North-umberland to Lycoming Creek and in 1792 the famous Williamson Road from Williamsport to Painted Post, N. Y., was finished. Soon after the erection of the county another was constructed from Lycoming Creek to what is now the village of Linden and this subsequently became a part of the highway up the river to Lock Haven and beyond. Another was projected up Lycoming Creek, one up Loyalsock Creek and still another up Muncy Creek. What was known as the State Road was also constructed about this time from Williamsport to Painted Post by another route than that followed by the Williamson Road and was much shorter.

One of the most important of those built at this time was what was known as the Genesee Road. It started at Muncy and ran thence by Huntersville and Highland Lake and on to Towanda Creek, where it intersected another road leading up the North Branch of the Susquehanna. Another important artery was the famous Coudersport Pike, which ran from Jersey Shore to Coudersport in Potter County through an unbroken wilderness. This road was afterwards used by the lumbermen who conducted their operations in the fastness of

the great Black Forest. Other roads of lesser importance were soon projected and finished but most of them were not more than bridle paths and it was only by slow degrees that the network of highways tapping every part of the county was completed.

Under the road-building program adopted by the state with the coming of the automobile, no finer roads than those in

Lycoming County exist anywhere.

Before the coming of the stage coach the only means of transportation for bulky material and passengers was by river boats poled up the river. This was a slow and laborious task, as well as a precarious one, for there was no telling when a rise in the river might sweep the boat to destruction. With the advent of the stage coach and rapid transit which was introduced between Williamsport and Northumberland by James Cummings, August 25, 1809, transportation to the outside world was much improved. Ground could now be covered at the rate of three miles an hour against about one by boat. The time between Williamsport and Northumberland by this means of travel was fourteen hours. The stage ran once a week and the fare was \$2.25 one way. Weekly trips were made down until the year 1838 when, by reason of a rival line, bi-weekly trips were made and passengers carried for nothing until one of the lines was run out of business. In fact, so keen was the competition, that one of the rival lines advertised to carry passengers free and give them two drinks of whiskey during the trip. That line got the passengers.

The line was subsequently extended to Jersey Shore, but the company lost money and the people of that place had to make

up the deficit in order to keep the stages running.

But the citizens of the state had been inoculated with the speed mania and then the canal was the next step in the evolution of modern means of conveyance. It had long been advocated, but like all innovations, it was hard to get it started. The state authorized preliminary work on the project to be

done in the year 1823 and provided for the actual building of the canal from Northumberland to the mouth of Bald Eagle Creek at Lock Haven in 1828. Work was begun the same year and the contract for the famous Muncy dam was let. The dam was finished by the end of 1828 and the waterway completed to Williamsport in 1834. The first superintendent of the Lycoming County section was William F. Packer of Williamsport, afterwards governor of the state.

The canal was a real advance in transportation and for many years and until the coming of the railroad was a convenient and pleasant mode of travel.

But the canal had to give way to the onward march of advancing civilization and progress just as the stage coach had given way to the canal and the horse and carriage to the stage coach and the man on foot to the horse and carriage.

This section was early affected with the railroad fever and one of the pioneer lines in America was built in Lycoming County. Robert Ralston and some friends from Philadelphia had become interested in iron mines at Ralston, 25 miles above Williamsport, and had opened them up and built a blast furnace. But it was a long haul down to Williamsport. They, therefore, determined to build a railroad from the furnace to Williamsport for the purpose of hauling their finished pig iron down to the canal where it could be loaded on canal boats.

After many vicissitudes the road was completed and opened January 12, 1839. It was a crude affair, the rails consisting of pieces of strap iron fastened to long wooden stringers. Sometimes the straps of iron would become loosened from the stringers and fly up and rip a hole in the bottom of the car.

A passenger coach was attached to the rear of the train which was drawn by mules which did not travel faster than a walk and when they began to lag a little, the driver, who sat on the front platform with a bucket of stones, began to heave rocks at them. Subsequently two small locomotives were put into service and these considerably speeded up traffic.

The Potter basin, south of Third Street and west of Hepburn to Locust Street, was where the interchange of freight between the railroad and the canal was made.

The right-of-way of the old Williamsport and Elmira Railroad extended from West street west on Third Street to Susquehanna Street thence diagonally north, crossing west of the junction at Grier Street thence to the present line of the old Northern Central Railway.

The road was not a financial success in those days, and at a public sale in Philadelphia in 1850 it was sold, including all its valuable franchises, for the ridiculously small sum of \$6,000.

The road then underwent a reorganization and its name was changed to the Elmira and Williamsport Railroad. The road was finally extended from Ralston to Elmira, being completed and placed in service September 9, 1854.

Although the first train that entered Williamsport from Ralston was cause for great rejoicing, the arrival of the first through train from Elmira was celebrated by a banquet which was attended by Williamsport citizens and a delegation from Philadelphia.

While the completion of the Elmira and Williamsport Railroad definitely established Williamsport as an important terminus, and brought prosperity and importance to the little village, the enthusiasm of the citizens was again stirred by the announcement that soon another railroad would enter the village, namely, the Sunbury and Erie Railroad.

That part of the Pennsylvania railroad, then known as the Sunbury and Erie Railroad, was chartered April 3, 1837, but owing to the many difficulties entering into its construction, it was not commenced until 1852. No doubt additional delays would have been incurred if it had not become apparent that the surveyed route between Milton and Williamsport was in danger of being taken over by a rival road. Therefore, construction was started on this line May 14, 1854, in the vicinity of the present Washington Street cemetery. In record-break-

ing time the stretch of line between Williamsport and Milton was completed, and December 18, 1854, the inhabitants of Williamsport saw another railroad enter the town. This event was the occasion for another celebration, the chief feature of which was the "brilliant" illumination of homes and places of business.

The construction of this railroad, including two bridges across the Susquehanna River, cost only \$1,981,260.21.

During the first ten years of the life of the Sunbury and Erie Railroad, the passenger station in Williamsport was between Pine and Laurel streets, on the south side of the tracks; in fact, this was a union station, being used jointly by the Sunbury and Erie Railroad, the Elmira and Williamsport Railroad, and the Catawissa Railroad. The offices of the Sunbury and Erie were in the brick house north of the present Market Street station, which still is standing.

In 1861 the name of the Sunbury and Erie Railroad was changed to the Philadelphia and Erie Railroad. In the following year the Pennsylvania Railroad took it over under a long time lease.

The re-organization of the road was marked by extension of the road west. This was pushed forward with energy. work was started at Lock Haven and the final connection was made at St. Marys in the fall of 1864. In October of the same year, the officers, directors and a delegation of Philadelphia business men made a trip over the entire road from Philadelphia to Erie.

In spite of the distractions of war, a large amount of railroad construction in this territory was completed between 1861 and 1864. In addition to the Philadelphia and Erie Railroad, the Lumber Branch, or Basin Tracks, was completed in this period.

The need for providing facilities to reach the large number of lumber mills that lined the Susquehanna River resulted in building the Lumber Branch in 1864. Almost from the completion of the Lumber Branch, this location has been a favorite one among many manufacturers of Williamsport.

When the lumber mills naturally began to disappear in the course of time, the erection of furniture factories followed and these have been expanded into one of the principal industries in Williamsport. These, with the iron and steel manufactories, supply the bulk of the large flow of freight that is daily shipped and received.

In 1865 the passenger station at Pine Street was abandoned and the offices and depot moved to the basement of the old Herdic House, now known as the Park Hotel.

In 1871 came the construction of the Linden Line, or the Williamsport cut-off, at a cost of \$98,000. This double-track line extends from Linden, on the west, to the bridge at Allen's tower on the east. Over this line through traffic is handled, thus obviating the necessity for handling over two bridges and through Williamsport proper.

In 1872 further construction work was completed in the erection of the \$50,000 Park Hotel station building, which houses the offices of the Williamsport Division, and five years later an annex was built for the use of the General Offices of the Philadelphia and Erie and the Northern Central Railway.

Prior to that time the railroad offices were in the J. E. Dayton Shoe Manufacturing plant, as well as several offices in Trinity Row. These were consolidated in one office in the Weightman Block, later moving to their present location. Trinity Row was bought in 1920 for additional office quarters.

In the general revival of railroad construction in the 80's, following the panic of 1873, the Pennsylvania's contribution to Williamsport was the Elmira Street freight depot. The receiving and delivering platforms have been enlarged from time to time to meet the development of business. And in 1902 Market Street passenger station was completed.

In more recent years the Pennsylvania has improved and enlarged its facilities in Williamsport and vicinity as rapidly as the demands of traffic required. In this connection, the large classification yards at Northumberland and the "high line" freight tracks at Jersey Short might be mentioned.

Thus through the growth of years, in which benefits were mutually shared, Williamsport has attained a position of distinct importance on the Pennsylvania Railroad. It has long been divisional and general divisional headquarters. At the present time more than 1,000 Pennsylvania employes live in the city, and they receive each month in salaries and wages a sum that is an important contribution to the community's economic existence.

Soon after coming to Williamsport in 1853 Peter Herdic purchased a large tract of land in the western part of the city with the purpose of selling it off in lots and building up that section. To further this purpose he induced the Pennsylvania Railroad Company to remove its main passenger station from Pine Street to its present location, in consideration of his building a large hotel adjoining the station and furnishing meals to the train passengers. Herdic was also to build a covered walk from the hotel to the station. This agreement was carried out, the station and the Herdic House were built and this arrangement continues to the present time, the name of the hotel having been changed to "Park."

The officers of the Pennsylvania, resident in Williamsport since its completion have been: General superintendent, J. D. Potts, February 1, 1862-December 31, 1862. General manager, January 1, 1863-September 30, 1865; general superintendent, A. L. Tyler, October 1, 1865-April 15, 1870; W. A. Baldwin, April 16, 1870-August 31, 1881; Robert Neilson, September 1, 1881-October 12, 1896; J. M. Wallis, October 26, 1896-December 31, 1898; G. W. Creighton, January 1, 1899-July 31, 1900; W. H. Myers, August 1, 1900-March 23, 1909; H. M. Carson, present incumbent, March 24, 1909. Superintendents: S. A. Black, January 1, 1863-May 31, 1864; Frank Thomson, June 1, 1864-February 28, 1873; Thomas Gucker, March 1, 1873-July 31,

1883; E. B. Westfall, August 1, 1883-February 26, 1902; C. A. Preston, April 1, 1902-May 31, 1903; H. P. Lincoln, June 1, 1903-August 31, 1918; H. H. Russell, present incumbent, September 1, 1918.

A line of railroad between West Milton and Williamsport was constructed in 1871. It was operated by the Catawissa Railroad Company until November 1, 1872, when it was leased by the Philadelphia and Reading Railroad Company, who continued its operation until November 30, 1896, when the lease was assumed by the Philadelphia and Reading Railway Company, successor to the Philadelphia and Reading Railroad Company. On January 1, 1924, the lease was assumed by the Reading Company. The line was operated as a part of the Catawissa and Williamsport branch until June 12, 1883; D. C. Reinhart, superintendent. June 12, 1883, it was made a part of the Mahanoy and Susquehanna Division; J. H. Olhausen, superintendent. March 20, 1887, it was made a part of the Mahanoy Division; A. A. Hesser, superintendent, until June 1, 1887, when C. M. Lawler became its superintendent. February 3, 1889, the Mahanoy Division was changed to the Williamsport Division. March 16, 1892, the Williamsport Division became the Shamokin Division, with William Bertolet as superintendent, he having been succeeded by the following incumbents: March 1, 1893, B. F. Bertolet; February 1, 1897, Agnew T. Dice; May 1, 1903, J. E. Turk; March 16, 1916, R. Boone Abbott; March 28, 1916, Frank J. Hagner; January 30, 1918, V. B. Fisher; July 8, 1920, A. J. Farrell.

The first passenger train on what is now the Reading Railroad came into Williamsport on November 30, 1871. Shortly after this a handsome passenger station was built at the foot of Pine Street and subsequently a freight station just across Front Street.

The Jersey Shore Pine Creek and Buffalo Railroad was finished in 1883 and was opened June fourth of that year. It now joins the New York Central at Lyons in New York state.

The Beech Creek Railroad was opened in the year 1884. It taps the soft coal region of Clearfield. Both these roads were subsequently acquired by the New York Central, which now has a connection with the Reading at Newberry Junction, where both roads have large freight classification yards.

The Williamsport and North Branch Railroad, connecting at Halls on the Reading, ten miles below Williamsport, was built up Muncy Creek as far as Hughesville in 1872 and subsequently extended to Satterfield, where it connects with the

Lehigh Valley.

The Susquehanna and New York Railroad runs over the Pennsylvania railroad tracks to Marsh Hill Junction 20 miles up Lycoming Creek and from there uses its own tracks to Towanda. Its president is P. M. Newman, with offices in Wil-

liamsport.

Prior to the advent of the canals and railroads an ambitious attempt was made to navigate the West Branch of the Susquehanna River by steamboat. In 1826 Peter Karthaus, who had iron furnaces in Clearfield County, conceived the idea that it would be feasible to run steamboats up the river as far as his furnaces and thus find cheaper transportation for his products. Accordingly, in conjunction with Tunison Coryell, of Williamsport, two boats were built, the Codorus and the Susquehanna. The former was built in Baltimore and the latter in Philadelphia. The Codorus, under command of Captain Elger, ascended the river successfully as far as Farrandsville, seven miles above Lock Haven, after which it returned to Northumberland and ascended the North Branch as far as Binghamton. The Susquehanna in attempting to ascend the Nescopec rapids exploded her boiler and sank. What became of the Codorus is not known, but she never descended the river. Thus ended the only attempt ever made to make the Susquehanna River navigable.

# CHAPTER X.

# EARLY INDUSTRIES.

AN EARLY SIGNBOARD—HESHBON—McKINLEY'S FORGE—EARLY FURNACES—
SAWMILLS AND GRIST MILLS—OTHER INDUSTRIES—HORTICULTURE—FIRST
FOUNDRY—EARLY MANUFACTURING—SALT WELLS—SALT MANUFACTURING—CEMENT ROCK.

A signboard erected on the scene of a Lycoming Creek Valley real estate development, through a misspelling of the name of the community, has served to call attention to the fact that it was once the center of a hustling industry of a type which has long since ceased to exist in Lycoming County, and also to bring to mind other industries which once flourished in this county and which have now disappeared, leaving little or no indicaton of their existence.

The real estate bulletin board is at Heshbon, which lies just to the east of Lycoming Creek at No. 3 bridge. Through misunderstanding of the name conferred a century ago, the real estate development has been designated as "Heshburn Terrace." Numerous inquiries as to the correct spelling of the word have been made since the sign appeared.

Heshbon, as a community, ceased to exist some years ago. Heshbon Church, an Evangelical congregation, has served to

prevent the name from passing into oblivion.

The name Heshbon was conferred upon the community about 1825, when Isaac McKinney and his son, William, located there and established an iron forge, which may still be recalled by some Lycoming county people as "McKinney's Forge."

Biblical names were favored by the people of earlier days, and the McKinneys turned to the Scriptures for a name for their community. Heshbon was the city of Sihon, king of the Amorites, whose forces were defeated by the children of Israel,

under the leadership of Moses, when they were refused the right to pass through his domain on their long wanderings. The cities were taken and occupied by the Israelites.

Heshbon was a "city of the plain" and it caught the fancy of the tribe of Reuben, who were herdsmen and saw there a place suited to their mode of life. Even though it lay "on the east side of Jordan" instead of in the "promised land," the Reubenites preferred to remain there. The city is mentioned in Numbers, Joshua, Nehemiah and Isaiah and the name is translated as meaning "intelligence."

Whether the McKinneys fancied a resemblance between ancient Heshbon and the community which they planned, or chose the name simply because it appealed to them, is not recorded.

The McKinneys first established a forge, later adding a furnace and rolling mill. The ore which they worked was mined in Centre County, which for many years was noted for its ore production. It was transported on boats to Jaysburg, at the mouth of Lycoming Creek, and thence hauled to Heshbon. Ten-plate stoves were one of the leading products of the McKinney forge. The forge changed hands and apparently was never a very profitable venture. At any rate, after the plant was wiped out by the famous flood of 1865 it was never restored and traces of it gradually disappeared.

The same fate was experienced by all of the other numerous ventures into the iron manufacturing interests in Lycoming County, most of which relied for raw material upon ore mined in this county.

While there may have been earlier attempts to make commercial use of the Lycoming County iron ores, the first noted by historians is that which was carried on in Cummings Township from 1814 until 1817. Ore mined near the Coudersport Pike was used to supply this furnace.

Furnace Run, a Watson Township tributary to Pine Creek, takes its name from the fact that a furnace was started there

in 1817. The first furnace was built some distance up the smaller stream but later it was moved nearer to Pine Creek. George Heisler established this furnace, which passed through varied degrees of prosperity, under different management, until about 1848. Mifflin Township also had its ventures in the iron industry. Ore was also mined in the vicinity of Antes Fort.

One of the smallest communities in Lycoming County has two names—being known as Powys and Crescent. The former name is that conferred by the railroad company, while the latter, the older of the two commemorates the industry which once gave to the place an importance and an activity far greater than it now enjoys. That was when the Crescent Iron Works were in operation. This industry was established in 1839 and was quite a flourishing enterprise. Nails and bar iron were among its products. It eventually passed to the control of Peter Herdic and was discontinued in 1876 soon after his business reverses.

Ore mines in Lycoming Township were worked quite extensively from 1854 until 1875 and operations did not entirely cease until 1883.

There is today little evidence that there once existed a flour-ishing iron town at the mouth of Frozen Run, near Ralston. There in 1831 was established a village known as Astonville, in honor of the founder. Iron native to that community was used. Investments running into hundreds of thousands of dollars were made, but from all indications the experiment was not attended by a high degree of success.

The ore contained certain chemical components which made it difficult to work. It was found that the adverse conditions were relieved somewhat by exposing the ore to the weather throughout the winter season and large piles of ore were placed along the stream. It is believed that the name "Frozen Run" comes from this practice. Experiments with mixtures of other ores were tried, to little avail. The flood of 1865, which ended

the career of the McKinney forge, effectually halted efforts to revive the Astonville furnace and both the industry and the village disappeared.

In 1854 a John Carter, of Philadelphia, built a furnace two miles from Ralston and called the place Carterville. Considerable ore was mined and the plant was ready for its opening when Carter was shot and killed in Philadelphia. It was not until 1874 that an attempt was made to revive this industry. Minersville capital was put into it, but failure was the result.

While the upper end of the Lycoming Creek Valley is being considered, the vanished town of McIntyre may be discussed here. McIntyre was a coal town. Its mines produced as high as 200,000 tons a year until 1886, when the supply ran low and work was discontinued. Its 1,500 people sought homes elsewhere. Its 300 dwellings were dismantled, burned or moved. McIntyre no longer exists and the majority of people in Lycoming County do not knew that it ever existed.

The iron works are but indications of many industries which once existed in the town and rural communities of Lycoming County but which have long since passed out of existence. Changing economic order, introducing of machinery, opening of avenues of communication with other centers, changing modes of life, etc., opening of new sources of raw material of better grade than that obtainable here, have been among the causes which have led to discontinuance of these industries. The earliest pioneers were by force of circumstances thrust upon their own responsibilities to provide the necessities of life and the comforts were not expected. As soon as the number of settlers increased to a sufficient extent, small industries began to appear. Andrew Culbertson, whose estate was located at the mouth of Mosquito Creek in what is now Duboistown, was one of the first to establish industries for his own profit and the convenience of his neighbors—who included persons living many miles distant from his home. Culbertson established a saw mill as far back as 1773.

He, with other settlers of the valley, was forced out of the territory in the "Big Runaway" in 1778. When conditions were such that it was possible to return, Culbertson resumed his activity, and added a grist mill "for expressing nut and linseed oils."

His establishment was the center of community life for many miles. An old Indian trail up through White Deer Valley across the White Deer Mountain, into Mosquito Valley and down to the river was widened and used as a bridle path by settlers bringing grain to Culbertson's mill. This path was so extensively used that it was worn deep into the surface of the earth and as a result it is still traversable at many points of its course. The river also served as a highway for persons traveling to Culbertson's.

Colonel Antes established his grist mill either on the site of the original mill or very near to it until the present day. Colonel Antes established other industries, including a mill for

cleaning clover seed.

Saw mills and grist mills were the pioneer industries throughout the county, as they supplied the most pressing needs. Distilleries were not far behind, as their product was

considered an "essential" in those days.

Succeeding years brought into the settlements tradesmen who not only sold wares but manufactured them. Among those who established themselves in business in Williamsport early in the life of the community were hatters, shoemakers, tailors, cabinet makers, gunsmiths, watchmakers, blacksmiths, harness

makers, wagon builders, tanners, coopers.

One of the pioneer businesses was that of George Edkin, an Englishman who had been employed as a gardener by General Gates, of Saratoga fame, and who came here in 1794, bringing with him shoots of apple, peach, pear and plum trees, for the purpose of establishing a nursery. He found a suitable location up the Muncy Creek Valley and in later years supplied trees throughout a wide territory.

Williamsport's first iron foundry was opened in 1832 by John B. Hall, who came here from Geneva. He brought with him the first engine used in the West Branch Valley and his foundry, which was one of the sensations of the day, made the first stoves used in the valley. Iron castings for the canal were made at his plant and in 1836 he cast an iron fence which for forty years surrounded the court house grounds.

In the first half of the nineteenth century, sawmakers were attracted to Williamsport by the lumber industry and continued in business here until the decline of the industry.

Among the later Williamsport industries which are no longer in existence was the Wire Buckle Suspender Company, which boasted that it was the largest industry of its kind in the world. Charles R. Harris was the patentee. The plant produced 40,000 pairs of suspenders a day and had thirty salesmen on the road.

The Demorest Manufacturing Company, which had been in existence for many years before its plant was established here in 1889, when the people of Williamsport subscribed \$100,000 and made numerous concessions to obtain the industry, manufactured sewing machines, bicycles and opera chairs. The Lycoming Manufacturing Company plant at Oliver and High streets includes the old Demorest plant and to this day is frequently referred to as "the Demorest works."

Throughout the county there have been numerous small industries which are now forgotten. Montoursville for years had a paper mill, established in 1847.

Pennsdale in 1829 and for some time thereafter boasted a pottery, established by Job Packer and called the Elizabeth-town pottery. Elimsport had a "spoke manufactory." Hepburn Township had a fulling mill, clover mill, woolen mill, a distillery and several saw mills, as well as a plant which manufactured grain cradles. This was operated by Samuel Ball and found a market for its product in the west. Today Hepburn Township has only its flour and grist mills.

Knitting factories, woolen mills, carding mills, distilleries, tanneries, plants for manufacturing fillers and paints from shale formations, shingle and stave mills, flagstone quarries, and plants for manufacturing pumps and agricultural implements, were among the industries which were established to meet local needs and are now non-existent.

Early in the nineteenth century, Gamble Township had salt works. Deep wells were sunk to tap pools of salt water, which was brought to the surface and evaporated. The demand for this product and the price which it commanded made the business profitable in spite of the primitive conditions of production, in the days when means of communication with other sources of supply were meager. Near the salt works was a plant for the manufacture of potash.

In 1809 the Lycoming Salt Manufacturing Company was formed chiefly by Muncy men. Its works were located at what is now Driftwood, Cameron County, opposite the mouth of the Sinnemahoning. The Pennsylvania Railroad passes over the

site occupied by the salt works.

Rock found in Piatt Township was used many years ago to make cement for construction work on the old canal. Within the last few years considerable prospecting has been carried on in this township to determine the extent and commercial importance of the cement rock formations.

## CHAPTER XI.

# GEOLOGY, TOPOGRAPHY AND NATURAL RESOURCES.

FORMATION—MOUNTAIN PLATEAU LANDS—AGRICULTURAL LAND—GEOLOGICAL MEASURES—MOUNTAIN PEAKS—FERTILE VALLEYS—OUTCROPPING OF VARIOUS FORMATIONS—GLACIER PERIOD—COAL—IRON ORE—STONE.

The geological formations of Lycoming County comprise all the rock formations from the carboniferous measures down to the limestones of the Trenton group representing a depth of about 12,600 feet.

The main range of the Allegheny Mountain chain sweeps across the county in the form of a crescent-like curve for a distance of 45 or 50 miles, entering the county on the western side about the middle of Watson Township, thence in a general northeast course across Lycoming County in Shrewsbury Township, changing to a northeast course on entering Sullivan County.

The Allegheny Mountain plateau system, with its intervening valleys, has a mean width of about eighteen miles. There is comprised in this group Watson Township, in part, all of Brown, Pine, McHenry, Jackson, McNett, McIntyre, Gamble, Cascade, Lewis, Cogan House, Plunkett's Creek and the north corner of Eldred and Cummings, Anthony and Shrewsbury, in part. In these townships the mountain plateau assumes an elevation of about 2,000 feet above tide, while the intervening Devonian valleys of Rose and Cogan House have an elevation of 1,000 to 1,600 feet, the valley lands being composed of formations of red and grey Catskill, or upper Devonian, with a rim or formation of Poco sandstone around the edges of the valleys, with the exception of Jackson, McIntyre and McNett townships in which an uplift of Chemung measures occurs.

The mountain plateau lands of these townships consists largely of the formation of Pocono rocks along the south escarpment of the Allegheny range and around the mountains generally, with small areas of Mauch Chunk red shales and in parts with mountain limestone, which here assume the importance of being massive ledges from one and a half to three miles in length and being also the most northern extension of this formation at present known, the higher portions being composed of Pottsville conglomerate, from 40 to 50 feet thick and above this, generally occupying the crest of the mountains, occur the productive coal measures.

Catskill red shale or upper Devonian are noted for producing the agricultural lands, affording a luxuriant growth of grasses and excellent soil for fruit, which is largely due to the detritus of the decomposing rocks of a calcareous nature.

On the south escarpment of the mountains are numerous peaks of a general height of from 800 to 1,000 feet above the adjacent streams which project into the Chemung measures in the valley adjoining, in bold relief and form prominent points of view in the landscape, while the rocks are cut out between 800 and 1,200 feet deep in the measures forming deep gorges or canyons, through which Pine and Lycoming creeks cross the entire mountain plateau, while many others cut out from within the mountains, wend their way through their rocky channels to the West Branch of the Susquehanna.

The townships north and east of the river, and up to the south escarpment of the Allegheny Range, form a marked contrast to the general regularity of the sections north of the mountain range by their various disturbances and much greater appearance of plications and faults.

The townships embraced in this group are all of Porter, Piatt, Woodward, Old Lycoming, Lycoming, Hepburn, Loyalsock, Fairfield, Muncy, Mill Creek, Muncy Creek, Penn, Moreland, Franklin and Jordan, and Watson, Mifflin, Anthony, Eldred and Shrewsbury in part.

Next in ascending order are the Oriskany sandstone and shales. This formation with its accompanying fossils and flinty shales, is well exposed in Edgewood Cemetery in Loyalsock Township and has a thickness of about 150 feet. Above this occurs Chemung measures which form the greater part of the area of all this group of townships, making generally domelike rounded hills, where capped by the softer shales of the series, and quite high where capped by the sandstones. Between the river and the foot of the mountains the measures consist of many strata of shales, slates and sandstones, intercalated on the lower and upper sides with many calcareous bands, which vary from two inches to five feet in thickness.

Next above the belt of Chemung measures, and up to the foot and sides of the main Allegheny chain occurs red Catskill which makes up the greater side of the mountain across the country and caps the adjoining hills at the foot of the mountain.

The lower Helderberg or Lewistown limestone formation is found in the townships of Nippenose, Limestone, Susquehanna, Bastress, Armstrong, Clinton, Brady and Washington. The White Deer Valley, comprising the townships of Clinton, Brady and Washington, lies mostly on or between the north and south White Deer Mountains. The formation commences at the river in descending order which, lying generally at a high angle, comprises the greater part of the north face of the Bald Eagle Mountain and can be seen in the immense sheets of grey and red shales, with their calcareous bands along the railroad.

Going over the crest of the mountain, on the south side are found Hudson River slate shales and limestone forming the rim around, and surface of, Mosquito Valley and also the rim around the base of the mountain ridge on the north and south side of Nippenose and Limestone townships. In Mosquito Valley the formation makes a dome-like hill at an elevation of about 800 feet above tide and consists of the Hudson River shales, the limestone bands being quite thin and fossilif-

erous. These measures along Mosquito Creek have been worked for marble, but not successfully.

Another exposure of these measures is seen above Antes Fort, or Jersey Shore station, on the Pennsylvania Railroad, where there is one exposure below the river bridge which is much contorted, and again a little further up they are resting on the edge of yellow shales showing on the opposite bank of Antes Creek a portion of measures concealed, while in the railroad cut, just above the station, is a large boulder of calciferous sandstone with large nodules of black chert scattered through the mass.

Next in order comes the Trenton limestone. The various subdivisions of this formation are from the west to the east end of the valley where about a thickness of 300 feet of the measure is exposed.

At the southeast part of the county occurs the White Deer Valley group of lower Helderberg limestone, forming a double fold against the north and south White Deer Mountains while Clinton shales come in above and in some parts form the face of the mountain, while Medina forms the crest alike of the North and South White Deer Mountain and lower Helderberg forms the lower part of the valley in Clinton and Brady townships. Clinton shales form the center and greater area of Washington Township and the Chemung forms the greater part of Brady Township.

The lands of these valleys compare favorably with any of the limestone valleys in the state in their agricultural value and the finely cultivated farms and fruitful orchards give evidence of the general fertility of the soil.

In addition to the three groups just described, there is also an area of what is known as "The West Branch Valley." This term has been applied to the rich alluvium along the river, but the term is intended to take in the broad belt of land from the river mountain on the south to the foot of the Allegheny Mountains on the north, a belt some eight miles wide and having a

general elevation of 530 feet above tide nearest the river and some 850 feet on the uplands back from the river, the present river channel being about 500 feet above sea level. A careful examination shows that the ancient river channel was from 65 to 80 feet below the present level which has been filled with drift and alluvium and is now the site of the City of Williamsport.

Commencing at the southeast corner of the county there is a synclinal valley which is shown in railroad cuts along the river and the upper measures above Watsontown and back of Muncy and at Halls Station. At the latter place Hamilton limestone occurs and lower Helderberg is found in White Deer and Black Hole valleys. Next against the North and South White Deer mountains is found Clinton shales and sandstone and next above, forming the crest of the two mountains, is Medina and Oneida conglomerate, which is the North White Deer ridge or Bald Eagle Mountain, forming the south dip of the great anticlinal of the Medina group which, stretching upward, formed an immense arch over Mosquito and Nippenose The distance on a base line from the south dip in Washington Township to the north dip to the face of the mountain along the West Branch of the Susquehanna River, is about six and one-fourth miles, and with the estimated thickness of the measures it would be over 2,400 feet; and including all the superior measures, would make a column of a total height of some 17,000 feet or over three miles—some estimate five miles which has been carried away over these remarkable valleys by erosion.

Some of the effects are seen by a walk over these mountains. The wonderful agencies exerted to have produced such varied phenomena can be partly seen in the ruins of the formations strewed over the surface, as if hurled down the precipitous sides of high mountains and leaving the open page to be read with awe. The field of broken rocks seen from the highway above Sylvan Dell going over the mountain into White Deer

Valley, vulgarly called "The Devil's Turnip Patch," and "Featherbed Lane," together with the scraggy rocks up Mosquito Valley and the overturned anticlinal towards the east end of the arch, near the old Mosquito Valley quarries and Culbertson's path, are among the debris left as indications of the mighty forces that formed the present surface and made the great changes as they are now found.

Going north to the river are found many places that show plications and faults. Near Jersey Shore station, above and below the river bridge, occur rolls and plications in the strata. Above Jersey Shore to Pine Creek, just below the Beech Creek railroad bridge, can be observed some interesting plications and rolls on a grand scale in a vertical cliff of lower Helderberg or Lewistown sandstone. Above and along Pine Creek are many exposures of Chemung measures which are quite precipitous. Just above Cammal station, in the railroad cut, is a good opportunity to observe the characteristics of the peculiar mode of deposition of that calcareous breccia or cornerstone.

Going south along the Beech Creek railroad below Jersey Shore a series of rolls and plications are seen in the Chemung measures; and just above the railroad, under the grade crossing of Larry's Creek, can be observed a perfect section, about eight feet high, of an arch of anticlinal, the slates being mineralized in contact with Galenite. Passing up Larry's Creek there are a number of exposures for the next half mile; south, below Larry's Creek station, occur many exposures in the short railroad cuts towards Level Corner and Linden. On Lycoming and Loyalsock creeks many exposures occur, showing the plications in different parts. On Lycoming Creek two anticlinals of considerable height formerly existed, one over the lower part of the village of Hepburnville. The base line between the north and south dip does not exceed 240 rods, but occurring at an exceedingly high angle, approaching the vertical, this anticlinal may have been quite sharp and high. Just above this another occurs, the best exposure being the north dip about a half mile below No. 3 bridge over Lycoming Creek, in Lycoming Township, the base line between the north and south dips being about 450 rods and the angle of the dip 70 degrees. These anticlinals follow the course of the fossil ore across the county.

One of the important agencies in the particular arrangement of surface geology was the presence of the Great Glacier in the northern part of the continent, which occupied a large area, the southern edge passing through the upper corner of Lycoming County. It has been variously estimated as having been from 2,000 to 5,000 feet thick.

The valleys of all the streams south of the section in Lycoming County once covered with ice show evidence of the near presence of the glacial moraine. There have been found granite pebbles in a hill of modified drift on the east side of Lycoming Creek from Trout Run station, which were evidently derived from the glacial moraine. They have also been found in the drift at Cogan Station and at Williamsport. Quite a number of glacial pebbles have been found, some of granite, gneiss and garnetiferous gneiss, while the pebbles of all the formations belonging to the country north of the moraine can be found in every drift deposit along the streams. The moraine crossing the larger streams, being washed by heavy floods in prehistoric ages, formed the large areas of water and ice-worn rounded cobble stone, known locally along the stream as "stony batters," which are quite a trial to the patience of the farmers when tilling the soil. A careful study of these "stony deposits" will show some of the effects of the prehistoric floods which gave the present conformation to the valley of Lycoming Creek and in part to the West Branch Valley.

There have been but a few workable coal beds found in Lycoming County, but some containing the Gresh coal bed of Elk and McIntyre counties. A mine was opened and operated for some time in McIntyre Township but was soon worked out. There was also a deposit on Red Run at Ralston which is still being worked to some extent but the vein is thin. The basin

on Pine Creek is the largest undeveloped coal deposit in Lycoming County. The basin is about 14 miles long and three miles wide and it is divided by streams into five parts. On the east side of Texas Creek there are three parts and on the west side the basin lies in an almost unbroken bed. The lowest coal opened has an elevation above tide of 1,000 feet while another is opened at 1,670 feet and the summit of the highest ground is 1,970 feet, giving the greatest depth of measures anywhere in the country. It is estimated that on 3,000 acres there are 11,337,000 tons of coal. This estimate does not include the coal lying in other parts of the basin.

Next in order come the iron ores of Lycoming County. Formations of the Clinton group, the fossil ore of Montour's ridge, occur in the southern part of the county on a long line of outcrop along the face of the mountain and around its flank, forming a loop around Black Hole Valley. But on account of the mass of superincumbent debris from the next formation, Medina and Oneida, covering it up deeply, it is not readily accessible. The ore has been mined along the face of the mountain, on the north side in Nippenose Township and on either side of Antes Creek. High up on the side of the mountain the ore has been reported as averagng 15 to 18 inches and the result of three analyses was 39 percent metallic iron. ore bed was oolitic and resembled closely that of the mountain's ridge, a dull reddish color, staining the hands when coming in contact with it, the deep characteristic of keel, or Indian paint ore.

Above the Clinton shales occur Chemung measures which also carry a fossil ore very similar in its characteristics and associated rock formation to the above described ores. It has been called the Mansfield ore and has been generally reported in the state surveys as belonging to other formations. There have been many exposures of this ore in the county and some of them have been worked from time to time.

These ores occur from 15 inches to three feet six inches and are of various grades of quality. They were mined some 75 years ago and the work was continued for 25 years when the demand ceased. They were shipped principally to Danville and Bloomsburg and at the latter place were observed to have worked 40 per cent in the furnace when properly mined and clear of slate. This was considered a good working per cent for ores of this class.

There are next observed several varieties of ore that occur along the edge of the limestone back of Hughesville. There some very fine hand specimens of yellow hemitite iron ore have been found, resembling very closely the hemitite ores of Centre County. There have been found small deposits of other ores in various sections of the county but in small quantities.

Surface specimens of ores analyzing fifty to sixty per cent of iron, in masses of from five to 50 pounds in weight, of a very fine-grained compact and semi-crystalline texture have been found in Cogan House and Pine townships while very fine specimens of brown and yellow hemitite ore have been found in the same sections. The measures seem to indicate the outcrop of three or more beds of ore.

There are also observed the oxidized carbonate and clay carbonates. There are many outcrops of these ores in the county, in the coal basins and they occur in a round nodular form, from four inches in diameter and upwards. Some fine crystalline specimens of earthy blue color occur on Pine Creek while in McIntyre Township and on Red Run there are many exposures and at one time good tough iron was made from the pig metal of the white and gray carbonates at the old Anstonville furnace a short distance below Ralston.

There are some seven veins of brown argillaceous iron ore known to exist in the county, having one slab and five veins of ball ore. The ball ore occurs in a soft shale or fire clay four to eight inches in diameter. Also two veins of a gray white carbonate ore, one to two feet and one five and a half feet in thickness. The area of the iron ore deposits and their accompanying coals, with the area of inferior formation, would embrace a total of upwards of 50,000 acres that contain these different classes of ore in Lycoming County.

In the formation of Pocono and Pottsville conglomerate are many very fine and desirable building stones for massive or cut stone work. There is a better class from this source in the little stone chapel in Hepburnville and as good, durable and economical building stone as many of the imported stones, used in some of the Williamsport buildings. Some have been used in a small way for flagging of a fair quality quarried at many places on Pine Creek. Good quarries for flagging might be opened at many places in the county were it not for the fact that cement has almost entirely superseded flagstones for city pavements. Fine flagging stone has been quarried above Picture Rocks and near Larry's Creek and good quarries might be opened on Pine, Larry's and Loyalsock creeks and Red Catskill and mountain limestone, with calcareous bands, would furnish flagging of almost any desirable size.

#### CHAPTER XII.

## GROWTH OF THE COUNTY—LUMBER INDUSTRY.

A PICTURESQUE REGION—POPULATION IN 1800—PIONEER HOMES AND FARMS
—THE LUMBER INDUSTRY APPEARS—FINEST LUMBER DISTRICT IN THE
WORLD—SAW MILLS—ENORMOUS PRODUCTION OF LUMBER—PASSING OF
THE LUMBER INDUSTRY—MANUFACTURING—SCENERY, CLIMATE AND
WATER.

There is probably no county in Pennsylvania where the handiwork of nature is more prominently displayed than in Lycoming, made more impressive to the tourist by its many contrasts. Mountains rise to an altitude of 1,500 to 2,000 feet, extending across the entire northern and central sections. Deep gorges are cut through the main ridge of the Alleghenies and peaks and ranges rise in majestic grandeur on all sides, while at the base there is a sparse population owing to the narrow valleys. But this wild, sterile region is offset by the beautiful valley of the West Branch of the Susquehanna River and others of lesser extent. Limestone, White Deer, Muncy and Rose valleys present a picturesque aspect, while the stretches of Larry's, Lycoming, Loyalsock and Muncy creeks disclose a panorama of surpassing natural beauty.

The West Branch is bounded on the south by the Bald Eagle range of mountains, while Nippenose and Black Hole valleys on the southern side unfold beautiful and attractive scenery.

This immense territory embraces the Appalachian chain of mountains and, with the foothills on both sides, makes an extremely wild and romantic region. Originally nine-tenths of this vast territory was a gloomy wilderness, through which the foot of white man had never trodden. The forests covering the mountains were principally composed of stately pine and hemlock, the trees so thickly on the ground that their evergreen foliage almost obscured the light of day. The river and smaller

streams, rising almost to the same dignity, fed by many purling brooks, flowed through this wilderness and mingled the music of their laughing waters with the weird sighing of the wind through the overhanging branches of the trees. The larger streams were filled with choice fish, while myriads of speckled trout disported in the crystal waters of the brooks as they leaped over rocks and formed beautiful cascades.

Through this primitive wilderness the red man had roamed from the earliest times. His highways, known as "paths," ran in every direction. They were laid out so accurately as to reach all important points in the least possible distance, and when the white surveyors came to locate lands they were surprised at the knowledge displayed by these rude engineers of the forest. And in later times highways were laid upon them when the advancing tide of civilization demanded better roads, and today the Indian trail has grown into many of our finest thoroughfares.

Into this fair land came the early pioneer with his axe and saw as his principal implements and his trusty rifle as his main defense against wild animals and lurking savages. Into this attractive domain he brought his wife and family. Here he set about to fell the gigantic trees and build a habitation for himself. Slowly he labored. The task was a gigantic one. He was harassed by the Indians, many of whom were distinctly unfriendly. He was beset by wild beasts. Oftentimes his sustenance was of the most precarious kind. But he labored on. His progress was slow, but after the Revolutionary war had been fought and won a better day dawned. The sturdy pioneer could then labor in peace, and steady progress was made.

By the year 1800 the population of the county had grown to about 4,000. From then on there was a steady increase. From this small beginning the number of people included within the territory at that time has increased to over a million and a half, and the population of the county as it exists today, stripped of nine-tenths of its original area, is near the century mark.

There was little development down to the year 1838. Farms had been cleared, homes built and the people, for the most part, had devoted themselves to the cultivation of the soil. A few coal mines had been opened and a considerable quantity of iron ore had been mined in different sections, but agriculture was the principal industry.

Then the people suddenly awoke to the fact that they were surrounded with immense possibilities and that fortunes of colossal proportions laid at their doors. Down to that time only enough timber had been cut to build homes and other necessary structures, but no attempt had been made to commercialize its manufacture. Now an impetus was given to an industry that was destined to spread and ramify all over the county until every individual and even many of the children were to talk, dream and almost feed on sawdust. The gigantic lumber king had made his appearance.

The "Big Water Mill," which was built at Williamsport, was the pioneer. Small mills had been built before but their output was principally localized. But now the manufacture of lumber was to be undertaken on a larger scale and its product shipped to foreign markets. Other mills quickly followed the "Big Water Mill."

Five great streams flow into the West Branch of the Susquehanna River either on the border or traversing the interior of the county. These are Pine, Larry's, Lycoming, Loyalsock and Muncy creeks, and on the mountains along these streams was an abundance of the finest pine and hemlock timber to be found anywhere in the world. The mountains were covered with it. There it lay waiting for the woodsman's axe and saw.

Fired by the example set by the owners of the "Big Water Mill," timber cutting was started in all parts of the county. Mills sprang up like magic and every large tributary of the river had its quota. Farmers added lumbering as a part of their daily business and it was few of them that did not prosper thereby. Most of the mills were run by water power, but

it was not long before it was discovered that sawdust could be used for fuel and then steam power was introduced. Soon the sound of the whistle was heard in every remote section of the county, the sawdust began to fly and the sawed boards to pile up in the mill yards.

At the height of the lumber industry it is estimated that as many as 75 saw mills, including those in Williamsport, were in operation in Lycoming County, the yearly output of which was in the neighborhood of 400,000,000 feet of sawed lumber. In addition to this millions of feet of timber were floated down the small streams in rafts which were made up at the headwaters and of which it is impossible to make any estimate of the amount, but it is safe to say it ran into millions of feet every year.

By the year 1860 the lumber industry was in full swing. Mills were run night and day in order to get rid of the large accumulation of logs before cold weather set in and this feverish activity continued until the last log was sawed.

Everything in the county was dominated by the lumber industry and every other business was more or less dependent upon it. It is estimated that during the years of its ascendancy as much as 7,000,000,000 feet of logs were sawed up in different sections of the county. The interest ramified and permeated into the remotest corners of the county for even where there was a sparse population there was plenty of timber to be cut and either floated or hauled to the mills.

But the vast forests of timber could not last forever although it seemed that the lumber men thought they could. The end came at last. The last tree was felled and the last log was sawed.

Then it became necessary for the people to turn to something else. In the rural sections they resumed the cultivation of the soil and in the small towns and in Williamsport other industries were brought in to take the place of the giant that had been slain.

In many of the smaller places furniture factories had been established during the time that lumber was king and these continued the business, bringing the raw material in from other places. In other towns industries of a varied character were started and many of them proved successful.

For many years Paterson, N. J., had been the center of the silk industry, but the manufacturers had to contend with an unruly foreign population and suffered so severely from frequent strikes that they determined to move many of their mills to other places. Most of them were largely manned by women and in their search for desirable locations, the small towns of Lycoming and other counties in Pennsylvania attracted them. As a result, silk mills were established all over the eastern end of Pennsylvania.

Lycoming County profited by this move and one or more silk mills were located in every small town in the county and they have added very materially to the prosperity of each.

A few sporadic attempts were made to open and operate coal mines, but although there are excellent deposits in several parts of the county, the low price of bituminous coal and the almost inexhaustible beds all over the United States made the enterprise an unprofitable one. The people, outside of Williamsport and the smaller towns, have devoted themselves almost exclusively to farming and dairying, the latter industry having grown to very large proportions by reason of the establishment of so many creameries and condensaries.

The largest asset in the county at present is its scenery. This is becoming known all the way from the Atlantic to the Pacific seaboard, and tourists, having learned of its beauties, flock to this section from all parts of the United States.

Lycoming County possesses two things which make for the health and happiness of its people—good climate and good water. As a result, there are few more desirable places in which to live.

## CHAPTER XIII.

#### BOROUGHS.

JERSEY SHORE—SOUTH WILLIAMSPORT—MUNCY—MONTOURSVILLE.

Jersey Shore.—Although the settlement of that part of Lycoming County in the neighborhood of the present borough of Jersey Shore was not made until some time after that in the vicinity of Muncy, the two municipalities were incorporated at the same time, March 15, 1826.

The first settlement was made near the village of Antes Fort on the opposite side of the river from Jersey Shore. One of the earliest pioneers was John Henry Antes, who afterwards became famous in the early history of the county in both civil and military life. He rendered most valuable service in the Revolutionary War, having risen through merit alone to the rank of lieutenant colonel. He also held several county offices and was for two terms sheriff of Northumberland County. He was born in Montgomery County and came to this section in 1772, settling at what is now Antes Fort, named in his honor. He immediately entered into the business activities of the infant settlement. He erected a grist mill soon after his arrival in the valley where grain of all kinds was ground for many vears. The first grinding machinery installed was simply a large coffee mill through which the grists were run. This was very primitive milling, but those were primitive times. It was a great convenience to the people who had settled in the immediate neighborhood. The mill was destroyed by the Indians at the time of the "Big Runaway." Colonel Antes also erected near the mill an important fortification, known as Fort Antes.

Another of the early settlers of this vicinity, who afterwards became prominent, was Samuel Stewart, the first sheriff of Lycoming County. He owned a large tract of very fertile

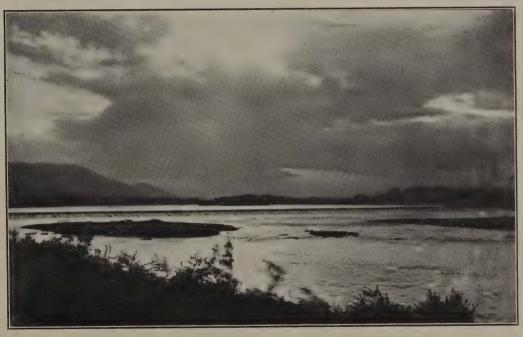
land, containing about 800 acres a short distance below Jersey Shore. Stewart was a man of immense proportions and was considered the strongest man in the county. He had the distinction of fighting the only duel ever known to have been fought in the West Branch Valley and the last one in Pennsylvania. This was with the celebrated John Binns, of Sunbury, and occurred near the site of the present town of Lewisburg. After one shot, and neither hit, a reconciliation was effected.

The land on which the present borough of Jersey Shore is located was surveyed on six separate warrants to several parties, among whom were Richard Manning and Richard Forster. They made location in 1785 and, because they both were from Essex County, New Jersey, and from that part of the state lying along the ocean shore, the name of Jersey Shore was given to it. It was at first named Waynesburg, but the present appellation, which was originally given to it in derision, stuck to it and finally became the only name by which the town was known. Richard Manning had two sons, Reuben and Thomas, and Samuel Manning, son of Thomas, was the first child born in the village. One of the Mannings laid out the place in town lots in 1800.

One of the most prominent citizens of the early days was Thomas Martin. He was a man of marked personality and of the strictest integrity, but he was peculiar about some things. He had a large farm for those days and believed that every farm product had its price and was worth no more, no less. He fixed the price of potatoes at 35 cents a bushel and nothing could make him deviate from this. If others were selling for 50 cents, his price remained at 35 and if prices elsewhere were 25 cents his still continued as he had fixed them. One of his sons was Lewis Martin, who afterwards served as prothonotary of the county and as deputy United States marshal. He was a famous boniface and for many years kept the American



HIGH SCHOOL, JERSEY SHORE, PA.



RIVER SCENE, SHOWING THE OLD DAM AT WILLIAMSPORT



Hotel which stood on the site of the present Lycoming Hotel. He was a well known character in Williamsport for many years.

Another remarkable man of the early period was the Rev. John Hays Grier. He was born near Doylestown in 1788 and was ninety-two when he died. After being engaged in various enterprises, he studied theology and became a minister of the Presbyterian Church. He came to Lycoming County in 1814 and was proceeding up Pine Creek on his way west. His first stop was at the Pine Creek Church in Jersey Shore. He was induced to stay there for a few Sabbaths. He liked the people and they liked him. He was called to this and the Great Island Presbyterian Church at Lock Haven, serving each on alternate Sundays, and remained with the latter for 14 years and with the former for 37 years. He was sheriff of the county in 1822 and altogether was one of the most important men in the community for a great many years.

Abraham Lawshe established a tannery in Jersey Shore in 1803 and for a period of years was a most successful business man. His two sons, Robert and John, also became successful business men in the community and both of them served in the legislature of the state. In April, 1806, Jersey Shore was made a United States postoffice and was incorporated as a borough by the act of the legislature March 15, 1826. Since then it has been several times enlarged by various acts of the general assembly.

In addition to those already mentioned, Jersey Shore has had some very distinguished citizens, among them the Hon. Anson V. Parsons, at one time secretary of the commonwealth and state senator, and afterwards president judge of the counties of Dauphin, Lebanon and Schuylkill and of the court of common pleas of Philadelphia. He was the author of a number of law treatises, notably the well known work, "Parsons' Equity Cases." His son, the late Henry C. Parsons, a well known lawyer of Williamsport, who was a member of the convention which adopted the present constitution of the state,

afterwards mayor of Williamsport and president of the West Branch National Bank, was also a native of Jersey Shore. It was also the residence for many years of the late James Gamble, at one time a member of congress, member of the legislature and president judge of Lycoming County. The late L. L. Stearns, of Williamsport, began his business career in Jersey Shore.

When the Philadelphia and Erie Railroad was built through this section it passed the somnolent little town on the other side of the river, two miles away. But what did the people care? They had a canal and a stage coach and what more did they want? Merchants enjoyed a good trade and they had no use for fast freights or passenger trains.

But the railroad did come eventually in spite of them. It came from an unexpected direction and revolutionized the town. The Beech Creek and Fall Brook roads, now a part of the New York Central system, were built and the junction made at Jersey Shore. And then like magic the whole character of the village changed almost overnight. The population increased by leaps and bounds. The town grew and prospered as all railroad towns do. And then came the building of the mammoth car shops at Avis just across Pine Creek.

Jersey Shore became the center of an industry that employed, and still does, upwards of 1,000 skilled mechanics at wages which run into hundreds of thousands of dollars annually.

These shops, which are properly a part of Jersey Shore, are among the largest in the country and are constantly being added to. The company has recently added the building of steel cars to its other activities. There has also been added to the equipment of the shops a large power and boiler plant by which waste is entirely eliminated. It cost \$500,000.

The car shops are the dominant industry of Jersey Shore and contribute largely to the prosperity of the town and that of the neighboring borough of Avis, but there are some others worthy of mention, notably the C. C. Young Manufacturing Company, successors to the American Balance Valve and Machine Works, which manufactures railroad valves. Another live industry is the Susquehanna Silk Mill, one of the largest and best equipped in the country, employing about 400 people. Then there is the Jersey Shore Creamery Company, and a number of smaller concerns, all of which are prospering.

The community spirit in Jersey Shore runs high and no better evidence of this is needed than the statement of the fact that the Y. M. C. A. has a membership of 1,000, about one-sixth of the whole population. It is doubtful whether any better showing than this can be made by any organization of a like character in the United States. Jersey Shore has a model high school building erected at a cost of \$235,000. There are also the modern bank buildings of the Jersey Shore Trust Company, the Union National and the First National banks. The Jersey Shore Herald, the town's one newspaper, also occupies a fine modern building, as does the Order of Odd Fellows. The fraternal organizations and the service organizations all have a large membership and are in a flourishing condition.

The social atmosphere of Jersey Shore has been in no way lost by the wave of commercialism that has gripped the town, but still exists as it always has in the past. The town is a delightful place in which to live.

The future of Jersey Shore is assured and should the New York Central Railroad ever decide to build its line up the river to make a shorter western route from New York to Chicago, Jersey Shore will probably become one of the most important points on the New York Central system. Its population in 1920 was 6,100.

South Williamsport.—On the south side of the river opposite Williamsport there lies a large and important borough which was originally a part of Armstrong Township and which extends from a point at the crossing of the Pennsylvania Railroad bridge across the river nearly up to the limits of DuBois-

town borough. It has had several names during its history but is now known as South Williamsport.

The original settlements within the present borough limits were made by a colony of Germans, some of whom located on what is now known as Hagerman's Run and others further up the river. One of the leading early settlers was Charles Allen, who came to Lycoming County and located on the "Long Reach," above Linden. He subsequently removed to the "Galloway Tract" which laid a little to the west of the present Pennsylvania Railroad bridge at the lower end of the borough. This was one of the most desirable pieces of land on the south side of the river and afterwards became one of the most productive farms in this section. Charles Allen served in the War of 1812 and was a very prominent man in his day. He was the father of the late Robert P. Allen, for many years a prominent member of the Lycoming County bar and a state senator from this district.

That part of South Williamsport just across the Market Street bridge was early known as Rocktown by reason of the character of the soil in the neighborhood and the village above was known as "Bootstown," from which the old Shaffer Indian path led across the mountain into the valleys along the Bald Eagle range on the other side. Among the early settlers in the Hagerman's Run gap was Jacob Weise, who built an oil mill near the present site of the old Koch's brewery. At this time considerable flax was raised in Lycoming County and there were several mills built for expressing linseed oil after the flax had served its purpose for carding and spinning.

The origin of the name Bootstown is said to have been as follows: That portion of what is now the upper end of South Williamsport was originally settled by a colony of Germans from Neuberg on the Rhine and they wished to give the name of Neuberg to the settlement. But upon one occasion a boy of the colony stole a pair of boots and, in those days, nicknames were far more common than now. The place, therefore, re-

ceived the appellation of "Bootstown," and by that name it continued to be known until the incorporation of the borough.

Like Williamsport itself, all of the south side continued to sleep quietly, never dreaming of its great possibilities until that master genius of progress, Peter Herdic, came to Williamsport. He rapidly turned the little village of Williamsport into a city and by the simple touch of his magic wand converted the south side into a prosperous and self-sustaining community. He built the Williamsport nail mill for making charcoal "blooms," he originated the South Williamsport Land Company, he threw a bridge across the river at Maynard Street at a cost of \$40,000 and made it toll free, he had a postoffice established and gave it the name of Burlingame, he sold lots on easy terms and then the south side began to prosper as it had never prospered before. Saw mills, planing mills, furniture factories sprang up almost in a night and from that time until the present the south side has enjoyed a large measure of prosperity.

One of the earlier improvements before the advent of Herdic was the building of a large saw mill at the mouth of Hagerman's Run which was operated for a number of years by the late Henry Lutcher and G. Bedell Moore under the firm name of Lutcher and Moore, with great financial success. After the timber was exhausted in this section Lutcher and Moore transferred their lumber operations to the state of Texas, where they were again wonderfully successful. The Lutcher and Moore Park in South Williamsport, which occupies the site of

the old mill, was donated by them to the borough.

The incorporation of the town as a borough had been constantly agitated after the building of the Maynard Street bridge and finally on November 29, 1886, it was duly incorporated by an order of court and at the ensuing election the late Daniel Steck was chosen as its first burgess. It has grown rapidly in size since then until now it is second to Jersey Shore in population and ranks next to Montoursville in extent of territory. It is a very important adjunct to the city of Wil-

liamsport and possesses many advantages not only as a business, but as a residential, section. At the time of the great flood of 1889, when all the bridges on the river were washed away, South Williamsport became the gateway to Williamsport into which to bring supplies. The Montgomery bridge was the key to the whole Pennsylvania Railroad system at that time and when it was rebuilt trains could be run over the Linden branch through South Williamsport and indeed all the way into Pittsburgh without again crossing the river. A station was established in South Williamsport, a rope ferry erected on the site of the washed-out Market Street bridge and for several months freight and all kinds of supplies were brought into Williamsport by way of the Linden branch and the rope ferry.

Passengers were also landed in the same way.

There are several important industries in South Williamsport, among them the Stuempfle Brick Works; the Delvan Block Company, E. C. Williams and S. V. Brown, makers of building blocks; Keystone Friction Hinge Company, V. C. Luppert, president; and Keystone Furniture Company, V. C. Luppert president and secretary, Elizabeth T. Luppert vice president and treasurer; Imperial Band Instrument Company, V. C. Luppert president, C. H. Mink treasurer; Williamsport Milk Products Company, makers of Hurr's ice cream, John H. Hurr president, L. M. Hanswork vice president and J. L. Miller secretary and treasurer; Keystone Silk Mills, weavers of broad silk, C. H. Drinkwater president. Mr. Drinkwater was formerly connected with the Holmes silk mill and upon leaving that established the plant in South Williamsport which has proved so successful. South Williamsport has one bank, The Bank of South Williamsport.

All of these industries are in a flourishing condition and employ a large number of men and women at good wages.

In the year 1920 South Williamsport had a population of 4,341.

Muncy.—That portion of what is now Lycoming County in the vicinity of Muncy was one of the earliest settlements made by the white man in the West Branch of the Susquehanna Valley. It was ordered surveyed by John Penn in 1769 and was held in reserve in accordance with the policy of the proprietaries.

Muncy took its name from the tribe of Monsey Indians who occupied the valley and were subsequently driven out and removed to Indiana and settled near the present town of Muncie in that state.

The town was laid out by Benjamin McCarty in 1797, ten years after he had settled in the valley with his brothers, Silas, William and Isaac. He laid it out in lots and was followed by his brother, William, and Isaac Walton.

It had a struggling existence for many years and was known as "Hardscrable." March 15, 1826, it was incorporated as a borough with the name of Pennsborough. The next year, January 19, 1827, the name was changed to Muncy because of its historic associations with the tribe of Indians who had occupied that section of the state. By act of April 1, 1867, the borough was considerably enlarged.

A postoffice was established in April, 1801 and Henry Shoemaker was the first postmaster. The first hotel was opened about the year 1812 and was conducted by Jacob Merrill.

Since then Muncy has progressed slowly but substantially and is today one of the most delightful towns in which to live to be found anywhere. It possesses a delightful social atmosphere and its people are noted far and wide for their culture and refinement. It is located on the Susquehanna Trail about fourteen miles east of Williamsport, and thousands of tourists pass through it in a single day. It is also on the Reading railroad line and the Pennsylvania is on the other side of the river, two miles away, but a bus connects with all trains. There is also a bus line to Williamsport, one to Milton, one to Hughes-

ville and Picture Rocks and, during the summer season, one to Eagles Mere.

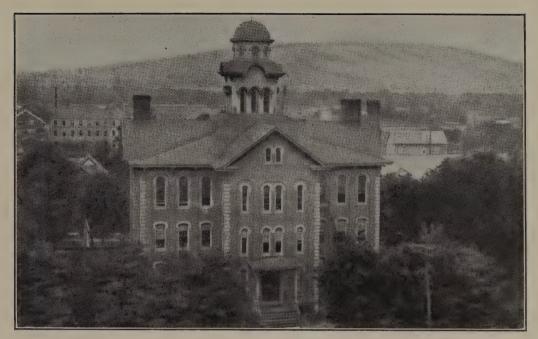
It has a number of important industries, among them Sprout, Waldron Company, employing about 300 men and women, and the Robinson Manufacturing Company, employing about two hundred, both of them engaged in the manufacture of milling machinery.

The Muncy Woolen Mills, employing about fifty persons, has a reputation which is only bounded by the two coasts. Until very recently it had been in the hands of two members of the same families for more than seventy years. The company devotes itself entirely to the manufacture of all-wool blankets and its reputation for good workmanship and the high quality of its output extends from the Atlantic to the Pacific and even to Europe. It is in almost continuous operation.

The Muncy Furniture Company is another live concern which employs about fifty men and the Maxwell Throwing Company employs about forty. Both of them are prosperous and have a large output.

Muncy has two banks, the Citizen's National and the Muncy Banking Company and both are in a prosperous condition. Both of them have recently erected new buildings. There is one good weekly newspaper, the Muncy Luminary, which has been in the Painter family for nearly a century and is still owned by one of them, T. B. Painter. It is one of the oldest papers in the country.

The town has an excellent borough government and a modern, motorized fire apparatus of the latest design. It also has a fully equipped hospital ambulance which is used in connection with the Muncy Valley Hospital, which is located just outside the borough limits. The Muncy Valley Hospital is a modern and well equipped institution in every way and is doing a good work throughout the entire valley. It is self-sustaining and receives no help from the state or county. Its only revenue is derived from its patients and from individual contributions.



MUNCY HIGH SCHOOL, FORMERLY THE LYCOMING COUNTY NORMAL SCHOOL, MUNCY, PA.



NORTH MARKET STREET, MUNCY, PA.



Taxes in Muncy are reasonable and most of its citizens are home owners. It is no disparagement to other towns to say that there is perhaps no other place in the county where there are more beautiful homes and the owners take a pardonable pride in keeping them in excellent condition. There are no unsightly edges in Muncy.

The town is the home of the Muncy Normal School, the only one of its kind that is not under state supervision, and it has always possessed an enviable reputation for the high character

of its teacher-training.

Muncy has an excellent water system, getting its supply from the White Deer Mountain, and a modern lighting system. Its streets are well paved and well kept. The Susquehanna Trail passes along the entire length of its main street. The health of the town is of the best and epidemics of sickness are of rare occurrence. There are practically no dependents as there is work for all who are willing to work.

The State Industrial Home for Women is located at the base of the mountain on the other side of the river from Muncy and, under its capable management and supervision, is doing a good work in the reformation of women who have gone wrong.

There is an attractive community house and Y. W. C. A. building which was bought and remodeled with money raised

by popular subscription.

Muncy has produced some remarkable men and women, some of whom have become known beyond the limits of the town and others have shone only at home. Hon. Henry Johnson was largely responsible for the second election of Abraham Lincoln because of his authorship of the amendment to the state constitution which permitted Civil war soldiers to vote in the field. George A. Boal was an able lawyer, Robert Hawley was a poet of no mean ability, William Cox Ellis, General William A. Petrikin, Henry W. Petrikin, and rare Dr. Ben Langdon were all men of high intellectual attainments.

From the time of its first settlement Muncy has been noted for its delightful social atmosphere. Today there are few better towns in the state in which to make a home. By the census of 1920 it had a population of 2,054.

Montoursville.—That section of Lycoming County now occupied by the borough of Montoursville has occupied a conspicuous position in history from the earliest times. Before the coming of the white man it was the home of the half breed Indian woman, Madame Montour, for whose son, Andrew Montour, it takes its name.

Following out their usual custom of reserving certain manor lands as a reward for services, the Penns granted to Andrew Montour, in consideration of his loyalty and aid to the white settlers of the West Branch Valley, a tract of land containing 800 acres known as Montour's reserve. It covered most of the land on which the borough of Montoursville is now located.

The white man first came to the region around Montours-ville as early as 1769-1770. How long it had been a place of note among the aborigines is not known, but probably for a very considerable period, as the Moravian missionaries at the time of their visit found evidences that an important Indian village had existed there for a very long time.

Andrew Montour did not long hold title to "Montour's Reserve." Indeed, it is not possible that he could have realized the great value of the rich lands that had been granted to him for he soon sold them for the ridiculously inadequate price of 22 cents an acre, the purchasers being Mary Norris and Zachary Lloyd.

The first settler in what is now the town was John Else, who came there with his father from Bucks County in 1807. His father purchased 200 acres on Mill Creek about two miles above the mouth of Loyalsock Creek. The boy did not long remain there, however. He apprenticed himself to a carpenter and soon learned that trade. He built the first house in Montours-

ville for Thomas Wallis in 1815. Else settled in the village and built many of the houses still standing within the limits of the borough, as well as practically all of the oldest houses in Williamsport.

In 1813 there came to Montoursville a man who was destined to leave a lasting impression, not only on that section, but on the whole of Lycoming County. This was General John Burrows, who bought a large tract of land in 1812. Before coming here General Burrows had distinguished himself in many ways. As a boy of thirteen he had carried mail for his father between Philadelphia and New York. When the Revolutionary War broke out he joined the army and rendered very distinguished service in the struggle that followed. He was with General Washington when he crossed the Delaware amidst the floating ice. He then joined the army at Morristown and was employed as an express rider at \$40 per month. He was at the battle of Monmouth, where his horse fell with him and he was given another by General Washington himself. He spent part of the winter with the army at Valley Forge and for fourteen months was a member of General Washington's immediate household. He first settled in Muncy but came to Montoursville soon afterwards, where he had purchased 500 acres of valuable land.

The town of Montoursville was laid out by General Burrows and Thomas Lloyd in 1820. The little village was at first a straggling affair, extending along one street only, and grew very slowly. Indeed it did not boast the distinction of having a real name. It was usually called "Coffee Town," or "Tea Town," the eastern end being generally known by the former name and the western end by the latter. These names were given to it because of the fact that so often when the stage coaches passed through the drivers were continually importuned by the busy housewives of the village to bring them from Williamsport a pound of coffee or a pound of tea. These names stuck to the little village long after it had received a

more euphonious and imposing name, and even to this day the appellations "Coffee Town" and "Tea Town" are often used by the older inhabitants.

February 14, 1850, Montoursville was incorporated as a borough by act of legislature and its limits were subsequently extended by another act so that now, in point of area, it is one of the largest in the state. From that time the town began to flourish rapidly. A large paper and grist mill were built and with the coming of the lumber industry and the floating of enormous quantities of logs down Loyalsock Creek, several large saw mills were erected and for many years Montoursville was a booming lumber town. All these are now a thing of the past, but the borough still has a number of factories.

It is located on the line of the Reading Railroad and the canal branch of the Pennsylvania and thus enjoys excellent shipping facilities. It is also on the Susquehanna Trail, its principal street, Broad, being part of it for its entire length.

Most of its industries are in the line of furniture. They are the Montour Furniture Company, makers of bedroom furniture; the A. H. Heilman Company, manufacturers of all kinds of furniture; the Crandall, Bennett, Porter Company, makers of tables; the Woolever Brothers, tables, and the Berry Brothers, tables. There is also the H. Warshow and Sons silk mill, weavers of broad silk, and the C. K. and N. H. Aronsohn Company engaged in the same business.

The borough has two banks, the First National and the Peoples, both of which are in excellent financial shape and enjoy a prosperous business which comes from all the surrounding territory.

Montoursville has a large, well-equipped modern school building, which is ample for all school purposes. The school conducts academic and common courses and the county farm agent holds weekly classes.

The community spirit runs high, as witnessed by the purchase of 15 acres of ground for a school playground and its

possible use as a ground for more school buildings. It was bought at a cost of \$8,000, which was raised by popular sub-

scription.

Montoursville has well paved streets and a good lighting system. Taxes are reasonable and real estate values well maintained. The town has good transportation facilities between it and Williamsport, a bus line making half hourly trips between the two places. The Reading Railroad also connects the two. The majority of the citizens are home owners and there is practically no foreign population. The social atmosphere is delightful and there are few small towns in the state which present more desirable conditions. By the census of 1920 it had 1,949 people.

## CHAPTER XIV.

## BOROUGHS, CONTINUED.

MONTGOMERY — HUGHESVILLE — DUBOISTOWN — PICTURE ROCKS—SALLADAS-BURG—RALSTON.

Montgomery.—There is no more beautiful scenery to be found in Lycoming County than that of the Muncy Hills and in the vicinity of Montgomery, lying at the base of Penny Hill, from the top of which a picture of unsurpassed beauty unfolds itself.

Montgomery stands in the center of a section celebrated for its historic interest. Cornelius Low was probably the first settler in 1778 and was soon followed by John Lawson and Nicholas Shaffer.

The town grew slowly and for many years it was only a counterpart of many other such towns throughout Pennsylvania. It was made a postoffice March 26, 1836, with Samuel Rank as first postmaster and was incorporated as a borough March 27, 1887.

Before the advent of the railroad the town was known only for its famous eel dinners given frequently by the Menges families who lived on the other side of the river between it and the canal. They maintained nets at a point where the river entered the canal at the Muncy dam and often caught as many as 1,500 in a night. These they kept in live boxes ready to be taken out and cooked at a moment's notice as only the Menges housewives could cook them. Parties came from all over the state to get these eel dinners and the fame of the Mengeses extended far and wide. It is a safe assertion that no one could cook an eel as well as the Menges women.

And thus it was with Montgomery until the Catawissa Railroad, afterwards purchased by the Reading, was built through from West Milton to Williamsport, thus giving the town what few other places, if any, possess, two large railroad companies whose tracks run so nearly side by side that a person can step from one to the other. Other towns have two railroads and some of them more, but it is doubtful whether any other town in the state has two with their tracks so close together.

This adventitious circumstance attracted the attention of a New Hampshire Yankee, Levi Houston, who located there in 1873. Houston was a skilled mechanic, having followed the trade since boyhood, and he quickly recognized the advantages of Montgomery as a manufacturing center. He started a foundry and machine shop and from that date Montgomery's commercial prosperity was assured. The machine shops developed into a plant for making wood working machinery which went to all parts of the world. It was afterwards absorbed by the American Woodworking Machine Company with branches in several parts of the United States and has been recently acquired by The Yates-American Machine Company.

Other manufactories followed in the wake of the Houston interests until now there is a string of them extending along the entire length of the town. Montgomery has developed into a live, up-to-date manufacturing center, with a prosperous business whose heads are all charged with dynamic energy. There is little unemployment in Montgomery, as all the plants run practically on full time with plenty of orders to keep them There is the Montgomery Table Works, employing about 250 men: The Isaac C. Decker Company, Inc., employing 150: the Penn Furniture Company, with 125; the Montgomery Lounge Company, with about 75; Yates-American Machine Company, 50; the J. C. Decker Company, Inc., about 75; Lycoming Upholstering Company, 75; Wood Products Company, 30; Eastern Millwork Company, 35; H. E. Pysher Furniture Company, 35; the J. D. Baer Company, 30, and the E. F. Paff Company, 20.

Montgomery's two banks are in a flourishing financial condition with a constantly increasing volume of business and the merchants have a good trade in the town, and with the surrounding farmer community.

The splendid concrete bridge across the river at Montgomery has greatly helped the town, as it has diverted a large volume of trade which formerly went to places farther down the river.

Montgomery has one weekly newspaper, good schools and churches and possesses all the advantages of a live manufacturing center. Its citizenry is almost wholly American, of the best type and most of them are home owners. A delightful social atmosphere pervades the borough and the community spirit is alive. Taxes are reasonable and real estate values not beyond the reach of the man of moderate means. In 1920 the borough had a population of 1,798.

Hughesville.—David Aspen was the first white man to settle in what is now known as the borough of Hughesville. He was killed by the Indians in August, 1778. Others soon followed Aspen and in 1816 Jeptha Hughes, who had settled there some years earlier, laid out the town. It first was given the name of "Hughesburg," but this was subsequently changed to Hughesville. The town grew slowly for a long time, like so many other towns in this section of the state, which slumbered peacefully until awakened by the onrushing momentum of the giant lumber industry. It became a postoffice November 19, 1827, and Theodore Wells was made the first postmaster. It was incorporated as a borough April 23, 1852. It has been greatly enlarged since it was first laid out by Jeptha Hughes.

When the Williamsport and North Branch Railroad was completed in 1872, Hughesville became its northern terminus and it connected at Halls with the Reading. The railroad was subsequently continued over to Satterfield on the Lehigh Valley, and, although passenger service on it has been abandoned, it still maintains an adequate freight service, thus giving to

Hughesville an outlet for the products of its factories. There is also a convenient bus line running through Hughesville from Muncy to Picture Rocks, connecting with all trains on the Reading Railroad.

Hughesville is delightfully situated at the base of the far famed Muncy Hills, which extend up Muncy Creek to Sullivan County. Its people enjoy the best of health and serious sickness is unknown. The town has a good water supply of the purest quality, which also contributes to the healthfulness of the place.

Except in the immediate business section it is a town of wide spaces, the houses being set far apart and surrounded with beautiful grounds and lawns. The principal street is very wide and well paved. It presents an attractive appearance.

The principal industries of the town are devoted to the manufacture of furniture, as are so many in the other small towns of the county. The J. K. Rishel Company employs about 150 men and the Hughesville Furniture Company and the Lycoming Furniture Company employ nearly as many.

Hughesville has two national banks, both of which are in sound financial condition. There is one excellent weekly newspaper. Hughesville is a community of home-owners and citizens of American birth. There are no foreigners, no undesirables and no poor. Taxes are reasonable and real estate values not excessive. There is a volunteer fire department, but its services are rarely needed as the town has been unusually free from serious fires. The community spirit runs high as shown by the citizens voluntarily bonding themselves for \$100,000 to build a new high school.

In addition to the three furniture factories Hughesville has a large silk mill, the Shindel Company, employing about 200 women and girls, who are given steady employment at good wages.

The crowning glory of Hughesville, however, is the Lycoming County Fair Association, which is one of the most success-

ful affairs of its kind in the the state. W. E. Clark is its president and Edward E. Frontz its secretary. Its slogan is, "Better Than Ever." This is no misnomer. The fair, each year, it better than the year before and new attractions are constantly being added and new buildings erected. There is no better fair in the state than that of the Lycoming Fair Association and, although it could easily be made a paying proposition, the stockholders prefer to turn the profits back each year into the treasury to be used for improvements and betterments.

This spirit of unselfishness shows the character of the men who are back of the enterprise. During the week of its activities in the fall the Hughesville fair is the mecca for thousands of farmers and others who are interested in the exhibits and who are fond of good horse racing.

Hughesville is well supplied with churches and schools, and the places of worship are well attended. In 1920 the population of the town was 1,527.

Duboistown.—Armstrong township on the south side of the river opposite the city of Williamsport has the unique distinction of being one of two townships in Lycoming out of which two boroughs have been created, and another interesting fact is that the older of the two is the smaller and has grown the slower. Duboistown stands on historic ground and every foot of the surrounding territory is filled with interest. The borough is located on a high plateau which was originally covered with a dense growth of walnut timber. In the early days it was known as the "walnut bottom" because of this fact. A great deal of this walnut timber was cut down and used in the building of houses and even barns and other outbuildings. It would be worth millions of dollars today if it were still standing.

At the mouth of Mosquito Creek, down which followed the famous Indian trail afterwards known as the "Culbertson Path," the land on which the present borough of Duboistown is located was at one time covered with Indian relics, such as stone implements, arrow heads, cooking utensils, etc. These

were all gathered up many years ago and found their way into some of the most valued archaeological collections in this country and Europe.

The most striking of the early settlers in what is now Duboistown was Andrew Culbertson, who came to the mouth of Mosquito Creek somewhere about the year 1773. He built a saw mill near the mouth of the stream and also a carding mill a little farther up. The tract on which he settled was originally surveyed in the name of Samuel Boone, a brother of Captain Hawkins Boone, who was killed in the attempted rescue of the prisoners at Fort Freeland and was a cousin of the famous Daniel Boone, of Kentucky.

The importance of the site at Duboistown for lumber operations early attracted the interest of those engaged in the business, not only because of the timber that could be brought down Mosquito Creek, but also because of the fact that it was conveniently situated near the lower end of the Susquehanna boom. The first modern saw mill to be erected on the south side of the river was built at Duboistown by Major James H. Perkins, in 1854. It stood just a little west of the mouth of Mosquito Creek.

Two years later, one of the wizards in the lumber industry of those days, John DuBois, recognizing the advantages of the location, built a steam saw mill on the other side of the creek and laid out a town to which was given the name Duboistown. At that time the cheapest way to get lumber to market was by way of the canal, and, as the canal was on the Williamsport side of the river, DuBois built a wire suspension ferry across the stream. The lumber was pushed over through a pair of compression rolls and was then "jacked" over into the canal when it reached the other side by means of machinery specially constructed for that purpose.

The mill and ferry were washed away in the great flood of 1865. In 1867 John DuBois, not at all discouraged by his previous experience, built another mill on the site of the old Per-

kins mill. This was of stone and was known as the "modern mill," which it probably was at that time. It had a capacity of 100,000 feet a day. This mill was burned in 1884 and then John DuBois transferred his operations to Clearfield County and ultimately became a multi-millionaire. He never married.

On October 14, 1878 Duboistown was incorporated as a borough, after strong opposition on the part of some of the citizens of Armstrong township who were not in favor of giving up such a large slice of territory. C. C. Brown was chosen as its first burgess, but as he moved away immediately after his election, the court, upon petition, appointed George Fulkrod, March 21, 1879, and he was, therefore, first chief executive of the borough.

From that time down to the present Duboistown has been a very prosperous town, although with the passing of the lumber industry it has lost much of its former importance.

It is today a delightful suburb of the city of Williamsport, lying at the base of Bald Eagle Mountain, and is principally a residential section for many who are employed in Williamsport and elsewhere. Its population is 756.

Picture Rocks.—About two and a half miles above the borough of Hughesville there is a ledge of rocks that rises sheer from the bank of Big Muncy Creek to a height of 200 feet. When the first settlers came into this region they found on these rocks a number of Indian pictures long since obliterated, the meaning of which was never determined, as none of the early inhabitants was sufficiently versed in Indian lore to interpret them. These pictures supplied the name for a very beautiful town which is now known as Picture Rocks.

In the fall of 1848 two men came to Picture Rocks, A. R. Sprout and Amos Burrows, and their descendants are still living there. Other friends and relatives soon followed, and the town grew. A. R. Sprout and Amos Burrows were the founders of the town and they founded it well. It became a prosperous place, and that prosperity still continues.

The town is located on the Williamsport and North Branch Railroad, which maintains a freight service which gives an outlet for the products of the borough in two directions. There is also an excellent bus service between the town and Hughesville and Muncy, the trips being made at convenient intervals.

There is, perhaps, no more beautiful town in the state than Picture Rocks. Its wide and attractively shaded streets with their spacious lawns and well-kept front yards show the existence of a community spirit that is worthy of more than passing notice. This spirit runs high and is well illustrated in the character of the public park which is owned by the town and is let to whoever desires it for picnics and other purposes at no cost whatever. It is beautifully situated and is one of the most attractive places of its kind to be found anywhere.

Nothing better shows the character of the people of Picture Rocks than that its first church was built in just eight days by the combined labor of the members of the congregation and the edifice continued in use for a period of twenty-five years.

Although a place of less than 1,000 people, Picture Rocks has some important industries. The leading one is the Burrows Brothers, manufacturers of furniture, with a large output, principally of dining room sets. The company employs about 150 men at good wages and almost continuous work. The Lycoming Ladder Company employs from fifteen to twenty men and does a good business. This company manufacturers stepladders, snow shovels, ironing boards, clothes racks and frames for auto tops. Another important industry is the Handle and Excelsior Company, employing about twenty men. It manufactures tool handles, hand rakes and excelsior.

The town has a good fire company but, as unusual precautions are taken to prevent serious conflagrations, its services are seldom required.

Picture Rocks is justly proud of its school building, which is one of the most modern and best equipped in the state. It

occupies a beautiful location and adds much to the attractiveness of the town.

Taxes are reasonable and the cost of government low. The population is of the highest class, and most of the people are home owners. There are no foreigners.

The town is situated on the improved highway running from Muncy and Eagles Mere, and many tourists pass through it in the summer, and the praise for the beauty of Picture Rocks and Muncy Valley is universal.

Picture Rocks has one bank with resources of over \$260,000 and individual deposits subject to check of \$75,000. It is in excellent financial condition and business is constantly growing.

The main street is part of the state highway, and the other streets are well paved and the town is well lighted.

The health of the borough is excellent, there being little sickness of a serious nature, and the water supply for purity and volume is unsurpassed. Real estate values are well maintained and the assessments are not high.

Picture Rocks has good churches and the services are well attended. It is a God-fearing community and crimes of any kind are practically unknown. Its schools are also of the best.

Picture Rocks is far off the beaten track, yet near enough to permit its people to get out at will and it is a most desirable place in which to live if one wishes quiet. Taken all in all it is a beautiful town, and there are few that are more attractive and few that possess the beauty of its surroundings. In 1920 Picture Rocks had a population of 526.

Salladasburg.—The town of Salladasburg, tucked away in the mountains of the Larry's Creek section of Lycoming County, six miles from a railroad and off the line of tourist travel, has a very interesting history, somewhat unlike that of any other borough in the county.

It was founded in 1837 by Captain Jacob P. Sallada, who was so closely identified with the history of Limestone Township. He laid out the place in lots, built a church for the use of the Lutherans and Presbyterians only, and started things going. After that he left the town to shift for itself. A grist mill, one of those prime necessities of the early pioneer, was built in the same year by Colonel Sallada, son of the founder. Then along in the year 1848 came one Robert McCullough, a Scotchman, who bought the tannery previously established by Robert Lawshe. The buildings were burned twice and the business had varying fortunes and passed through several hands until the year 1874, when McCullough built a larger plant than the one that had existed before, and continued the manufacture of leather until the hemlock bark was exhausted. At the height of the enterprise as high as 400 hides were turned out daily and, as it was six miles to a shipping point, a plank road eight feet wide was built down to Larry's Creek station on the New York Central Railroad.

Salladasburg was incorporated as a borough January 12, 1884. It lies on Larrys' Creek, six miles from its mouth, and is a prosperous place by reason of the rich lands on the creek bottoms both above and below it. The tannery was the making of the town, but it has continued to prosper, ever since that business ceased to be. It is located in a picturesque region and is an attractive place for tourists who like to get off the beaten paths. It is approached by a good macadamized road from both directions and is well worth a visit by those who are fond of the wildness of nature. In 1920 Salladasburg had a population of 208.

Ralston.—Although not rising to the dignity of a borough, the little village of Ralston is entitled to more than passing mention. It has a very romantic history and was at one time the seat of a series of ambitious schemes. It was founded by Mathew C. Ralston, of Philadelphia, after whom it took its name, who dreamed of making it a great iron producing center. Iron had been discovered in the mountains below the village as early as 1820 and to develop these deposits was the purpose of Mathew Ralston and his associates. A large blast furnace was

built at Astonville on the Frozen Run about a mile below what is now Ralston about the year 1831, and the construction of a road from Williamsport to Ralston to reach this furnace was begun simultaneously with its erection.

In those days the building of a railroad up the valley of Lycoming Creek was no small undertaking. Heavy grading was necessary and, owing to the tortuous course of the stream. numerous bridges had to be built to avoid heavy rock cutting and frequent sharp curves. The engineer corps was in charge of the late Robert Faries. The region was wild, mountainous and unsettled. The exigencies of the work necessitated the equipment of the working force in Williamsport as no supplies could be obtained along the line. A pack mule was loaded with provisions and supplies and the engineering corps proceeded to their work on foot. They camped on the trail wherever night found them and when their supplies were exhausted one of the party was compelled to return all the way to Williamsport for a fresh supply of the "sinews of war." There were no steam shovels or grading machinery in those days and very crude methods were in use. It is related that upon one occasion, after construction work had begun, Mr. Faries visited one of the contractors near Ralston and actually found a workman removing dirt from a side hill with an ordinary garden hoe. As a further instance of the difficulties to be overcome it may be stated that it was necessary to build twenty-one bridges between Williamsport and Ralston, a distance of twenty-five miles.

After a great many vicissitudes and the surmounting of many difficulties the road, then known as the Williamsport Railroad, was opened through to Ralston on January 12, 1839. A locomotive, called the "Robert Ralston," was brought from Philadelphia on a canal boat and immediately placed in service. About eighteen months later a second one, called the "Williamsport," was purchased. The road was operated for a few years

and was then completed through to Elmira and became the

Williamsport and Elmira, now the Pennsylvania.

When Ralston was laid out great expectations for its future were entertained by its founder. The original plot shows that its streets were named Main, McIntyre, Green, Thompson and Rock Run with the requisite number of alleys. A large hotel, partly built of stone, with massive columns in front, was erected and it presented an imposing appearance. It was called the Ralston House. But the dreams of Mathew Ralston were never realized. The iron furnaces proved a complete failure. His fortune dwindled to nothing, and after a few years of futile struggle, he gave up the fight and died a poor man. The furnace soon fell into decay and became only a refuge for bats and owls. A portion of it is still standing, a melancholy reminder of buried hopes and disappointed ambitions. In his endeavor to win success from iron smelting, Ralston completely overlooked the other great opportunities that lay all about him; the virgin forests of timber; the valuable coal and the equally valuable clay deposits. Years afterwards these proved of great value and are still operated with profit. When the large tannerv at Ralston was in full operation some years ago, as many as 250 men were employed at one time, 1,600 cords of bark were handled per year and 1,000 sides of leather were turned out daily. But this industry is now a thing of the past.

In one way Mathew Ralston's dream was realized. For many years Ralston was a famous summer resort. The mountain streams in the neighborhood were filled with brook trout and deer, bear and smaller game abounded in the mountains. There were two good hotels, the Ralston House on the south side of Lycoming Creek and the Conley House on the north side. Guests from New York, Philadelphia, Baltimore and Washington came there to spend the summers and enjoy the

fishing and hunting.

But the resort glories of Ralston have also passed away. The hills and mountains have been stripped bare. The magnificent forests no longer exist. The whirr of machinery and the scream of the steam whistle are heard in the shady dells and beside the rambling brooks. The streams no longer abound with trout. The deer and bear have been chased to more secluded haunts. Commercialism has given place to natural beauty. Ralston is now a thriving village given over wholly to business enterprises.

## CHAPTER XV.

## TOWNSHIPS.

MUNCY TOWNSHIP—WASHINGTON TOWNSHIP—BRADY TOWNSHIP—CLINTON TOWNSHIP—FRANKLIN TOWNSHIP—MORELAND TOWNSHIP.

Aside from the city of Williamsport and its nine boroughs, Lycoming County is composed of forty-two townships, of which Pine is the largest, containing 48,640 acres, and Porter the smallest, with 2,880 acres.

Muncy Township is the mother of all those lying north of the river. It was created as a part of Northumberland before Lycoming was organized, April 9, 1772. It became a part of Lycoming County when it became a separate county on April 17, 1795. It derives its name from the Monsey tribe of Indians who once inhabited the West Branch Valley. Since 1795 large slices of the original territory have been cut off to form other townships until now little of the area it once had is left. It is the twenty-seventh in size in the county and contains 9,440 acres.

Nearly every foot of Muncy Township is historic ground. Within its borders many of the most stirring scenes of the Revolutionary and colonial periods were enacted. Fort Muncy was located here; here Captain John Brady was killed and is buried; it was the home of Samuel Wallis, the great land king of Lycoming County; near the river stood the great Indian mound which puzzled scientists and archaeologists for more than a century, and at the mouth of Wolf Run stood an important fortification of Andastes Indians. The history of the township has been recited in song and story and the deeds enacted within its present limits will live as long as the everlasting hills that encircle it.

The township embraces a region of unsurpassed beauty and fertility. Some of the finest farms in the county are to be found within its borders. The character of the country is rolling and flat with but a small portion of it being of a hilly nature.

The first deed recorded in Lycoming County is for a property in Muncy Township. It is from Reuben Haines to Catherine Greenleafe for a large tract of land. Early in its history members of the Society of Friends settled in the township and gave the name of Pennsdale to the little community they established. At first it was known as Pennsville and then Hicksville. In 1829 Job Packer established a pottery there which he called "The Elizabethtown Pottery." But the name did not stick and eventually the little hamlet became known as Pennsdale, and that name has clung to it down to the present day.

Many of the descendants of the original settlers are still living in the village. In 1779 a meeting house was built which is still standing, and is one of the oldest places of worship in this section of the state. The original congregation of this meeting house was made up of such families as Ecroyd, Parker, Warner, Wallis, Ellis, Haines, Atkinson, Whitacre, McCarty and others whose names have become a part of the history of

the section in which they lived.

Many distinguished Quakers from abroad have visited the old Friends meeting house at Pennsdale, among them James Wilson, a signer of the Declaration of Independence. Among the characters who resided in the town was James Kitely or Father Kitely as he was better known. He taught school in the village for many years and was a man of high intellectual attainments.

There is one other hamlet in the township, Halls, at the junction of the Reading and the Williamsport and North Branch railroads. It is composed of only a few houses, but near it is the old Hall Cemetery in which are buried many of the original settlers of the county. The cemetery was established by the Hall family, who became owners of the Wallis

property after the latter's death. In it are also laid the remains of the gallant Captain John Brady and at his side those of the equally gallant Robert Lebo, who requested that he be buried alongside his lifelong friend. They served side by side in the Revolutionary War and they lay side by side in death. They were close friends and companions in life and the grave could not part them. It is not too much to hope that they are still side by side in another world.

According to the census of 1920 Muncy Township has a population of 687, most of whom are devoted to farming, but there are a number of beautiful country homes located within its

limits.

Washington Township .- Lying in the most southerly portion of Lycoming County and extending for a short distance into Union County, is another beautiful valley, known by the picturesque name of White Deer. It is triangular in shape and is surrounded on three sides by portions of the Bald Eagle and White Deer Mountains. Most of the valley is comprised within the limits of Washington Township, which was erected by order of the court of Northumberland County, August 23, 1785. It was taken from Bald Eagle Township which then comprised all the territory lying south of the river and extended as far west as a point opposite the mouth of Pine Creek. From it have since been erected Armstrong, Bastress, Brady, Clinton, Limestone, Nippenose and Susquehanna townships in Lycoming County besides several outside. Its original area was 95,-180 acres. It is now thirteenth in size in the county and has an area of 22,400 acres.

White Deer Valley is a fine agricultural region, there being many exceedingly fertile farms within its borders, and its natural scenery is unsurpassed by that of any other section of the county. The view from the top of Bald Eagle Mountain on the road to Elimsport is one of exceeding beauty, the valley stretching away in every direction and forming a delightful prospect. The name was given to it by reason of the fact that

in the early days several white deer were killed in the mountains and at one time an entirely black deer was killed within its borders. Up until only a few years ago rumor had it that a magnificent white buck still roamed the woods in the immediate vicinity which for years had defied the skill of the most experienced hunters, and it may be that this tradition still exists among the old hunters of the valley. The name of the valley was originally White Deer Hole. The name "Hole" was added to it, it is claimed by many, on account of the fact that near the center of the valley there formerly existed a large circular basin of low ground about ten acres in extent. It was high on all sides and lowered towards its center, where there was a small island covered with bushes and surrounded by water. A more probable reason for the name, however, may be found in the fact that it was given to it in contradistinction to Black Hole Valley, which adjoins it on the east and was thus called because when the first settlers looked down upon it from the surrounding hills it was so thickly covered with a heavy growth of timber as to have the appearance of a great "black hole." White Deer Valley comprises the townships of Washington and Brady in Lycoming County and Gregg in Union, the latter having been struck off from Lycoming County and annexed to Union in 1861.

Among the earliest settlers in the valley was John Farley, who came here in 1787 and became of considerable prominence. He built the first grist mill in what is now Washington Township. Another remarkable settler was Catherine Smith, who located near the mouth of White Deer Creek some time before the Revolutionary War. She was a widow with ten children and all she had in the world was 300 acres of land in White Deer Valley. She was a woman of great business ability and soon became an important factor in the community. She was early solicited to build a grist mill on her land as one was greatly needed at that point. She borrowed enough money for this purpose in 1774 and in June, 1775, completed the mill, which

soon became of very great importance. In the summer of 1776 she built a large boring mill where large numbers of gun barrels were bored for use in the Revolutionary War. It was the only factory of this kind in this section of the state and was of great service to the military authorities. During the Indian wars that followed the close of the Revolution one of her sons. who was of the most service to her, was killed, and on July 8, 1779, the Indians burned her mill and she was compelled to flee with her children. She returned in 1783 and after much difficulty succeeded in rebuilding the grist mill. Suit was then brought against her in ejectment by parties who claimed the land and eventually she was dispossessed of her property. During the litigation she petitioned the assembly for assistance, but, of course, they had no power to aid her. During the progress of the law suit she walked to Philadelphia and back thirteen times. Part of the stone house in which she lived is still standing and until recently the place of her burial was marked, but the date of her death is unknown. The story of her life is a pathetic one. Her struggles in widowhood, her service to the early settlers in the erection of the grist mill, the manufacture of gun barrels, which was such a material aid to the cause of liberty, the loss of her property and her last futile appeal to the assembly, all revived sad memories of the past, but show in what heroic moulds even the women of that period were cast. Her life and devotion teach a powerful lesson in the cause of true patriotism. The walls of her house that are still standing are just across the county line in Union County and were a part of Lycoming County until it was shorn of this part of its possessions in 1861. One of the most important of the frontier defences. Fort Menninger, which was built in 1778, was situated just west of the widow Smith's mill, forming the apex of an irregular triangle, of which the mill was one base and the widow's house the other.

William Sedam was another early settler and representative man of his time. His hotel, known as "Road Hall," was

one of the first in that section and was a famous resort for many years. It is still standing. Robert Foresman was another early settler and was ancestor of the late D. Hammond, Robert M., Seth T., and James Foresman, now deceased, and H. Melick Foresman, all of whom have been closely identified with the social and business interests of Williamsport. cestors of Seth T. McCormick, Esq., and the late Hon. Henry C. McCormick also settled in Washington Township and were among the most influential men in the community. Another very important man among the early settlers was Matthew Brown, who came to White Deer Valley about the year 1774. He was a member of the committee of safety for Northumberland County and of the convention that adopted the first constitution of the state of Pennsylvania. He enlisted in the army during the Revolutionary War and died of fever contracted in the service, after returning home.

Elimsport is the only village in Washington Township and is a United States postoffice. The origin of this name is interesting and unique. It seems that in an early day a German Methodist minister of the gospel came to that section and founded a sort of colony. When it came to giving it a name the minister wanted to call it Elam, after the name of the place in Arabia in which was the first stopping place of the Israelites after they had crossed the Red Sea and to which point the Lord had conducted them after their many complaints, because there were to be found twelve wells of water and seventy palm trees. The settlement in Washington Township was in a section that was unusually well watered and hence the desire to call it Elam. But it was discovered that there was another Elam in the state, in Delaware County, and the postoffice authorities would not permit two offices in the same state to have the same name. It was therefore decided to call the place Elimsport, which was near enough to Elam for all practical purposes. Although a small place, Elimsport at one time was an important lumber center and there was a large tannery

there. It is beautifully situated at the base of the mountain and is in the neighborhood of a fine farming section. Like all the rest of Lycoming County, Washington Township is well watered and there is no more healthful section in the state.

The census of 1920 gives it a population of 670.

Brady Township is situated on the river just south of Clinton Township and lies between it and Washington Township. It was set off from the latter January 31, 1855, and was named after the celebrated Brady family, who lived within its borders. It is the fortieth in size in the county and contains 4,280 acres. It is triangular in shape and is adjoined by Union County on the south.

The most important of the early inhabitants was William Piatt. He was born in what is now Brady Township, January 29, 1795. When he grew to manhood he learned the tanner's trade, which he followed all his life. He was associate judge of Lycoming County for five years and was a member of the assembly for three terms. He also served as county auditor and was president of the Loyalsock Turnpike Company and the Uniontown Bridge Company. He married a daughter of Captain John Brady, the famous Indian fighter and Revolutionary hero, and left numerous descendants, many of whom afterwards became noted in the history of Lycoming and Union counties.

There is no village in Brady Township, although there is a considerable settlement in the neighborhood of Maple Hill. There are two well-known churches in the township, the Mount Zion Methodist at Maple Hill and the Lutheran "Stone church." The latter was founded by Washington Township Presbyterians in 1795 and had a long line of distinguished pastors, among them being Isaac Grier, Thomas Hood, William B. Montgomery, George Junkin, David Kirkpatrick and James Boal. About 1835, owing to internal dissensions, the church property was sold to the Lutherans, one of the terms of sale being that they should keep the burial grounds and graves in good order

forever and this stipulation has thus far been religiously carried out. The graveyard is one of the oldest in the county and many of the oldest pioneers of White Deer and Black Hole valleys, who died both before and after the revolution, are buried there.

In 1920 its population was 335.

Clinton Township.—A short distance east of Washington Township there lies another of the wonderfully beautiful and fertile valleys that have made Lycoming County famous. It is known as Black Hole Valley and is wholly included within the limits of Clinton Township. The origin of the name is uncertain and various reasons for the appellation have been assigned. It is said that when the early pioneers penetrated the wilderness by way of the Indian trails and looked down on this valley from the summit of the surrounding hills the forest growth was so dense as to have the appearance of a great black hole. Again it is said that upon the arrival of these early pathfinders they found that a fire had burned its way through the dense forest and left in its wake a mass of dead and blackened vegetation. Others assert that it took its name from the fact that the pioneers in crossing the valley suddenly found themselves mired in a swamp of exceedingly black and sticky muck. Hence the name. It is entirely probable that all three reasons may have influenced the naming of the valley. The black swamp actually did exist and was afterwards turned into a cranberry bog and for very many years this toothsome adjunct to the national dinner bird was successfully raised there.

Black Hole Valley is a veritable "Garden of the Lord" and is surpassed in fertility by very few sections in the state. At its lower end stands Penny Hill, a bold and striking promontory which has been long celebrated in song and story on account of the extreme beauty of its surroundings and the magnificent view of the valley and winding river that may be had from its summit. Its eastern escarpment is almost perpendicular where it overlooks the river below Montgomery at which point the

rocky cliffs overhang the tracks of the Pennsylvania Railroad. On the western side the hill gradually recedes to the valley, a few yards east of the famous Road Hall Tavern. The way the the hill came by its name is unique and somewhat fanciful. It is said that one of the early settlers, Torbert by name, who lived at the foot of the prominence, had a dog named "Penny" who had a habit of going to the top of the hill and sitting there for hours at a time, probably enjoying the magnificent panorama of scenic beauty that there unfolds itself and the hill was therefore named in honor of this exceedingly esthetic canine. The hill was at one time, in all probability, a continuation of the Muncy Hills which were subsequently divided at this point by the course of the river.

In 1825 a petition was presented to the court asking for the division of Washington Township and the citizens having voted in favor of the proposition a new township was erected which was given the name of Clinton, in honor of the DeWitt Clinton, the builder of the Erie Canal, and then governor of New York. Clinton Township is the twenty-first in size in the county and contains 12,160 acres. It is bounded on the east by the river where it sweeps around the end of the mountain opposite Muncy, south by the river and Brady Township, west by Armstrong and Washington townships and north by the river below Sylvan Dell.

One of the first settlers in the valley was Cornelius Low, who rented 320 acres from the celebrated Dr. Francis Allison, who also owned a fine tract of land near Lock Haven and who was a son of Dr. Benjamin Allison, the first physician to practice medicine within the limits of what is now Lycoming County. At the time of the Indian troubles Low was advised to fly with his family by a friendly savage. He did send his family to Fort Augusta, but remained himself to "see the fun" and finally barely escaped with his life at the time of the Big Runaway. He went to New Jersey, whence he had come, and never returned. At a later period, however, some of the same family

came back to Lycoming County and settled in the same neighborhood.

In 1786 Major John Ten Brook, of New Jersey, took a ten years' lease on this same farm. He was a very considerable figure in that period, having commanded a battalion of New Jersey troops at the battle of Monmouth with rank of major and served with distinction in other engagements of the Revolutionary War. In the winter of 1787 Black Hole Valley as well as other sections of the county experienced the most severe winter it has ever known. The roads were closed so that the only way of getting about was on snowshoes. Cattle were frozen by the score, the inhabitants were on the verge of starvation, and there was great suffering everywhere. Ten Brook was an excellent shot and endeavored to keep the people supplied with venison and other wild game, but these, too, had been reduced to the verge of starvation and were of little value for food. Finally Ten Brook's father-in-law, whose name was Emmons, succeeded in getting through from New Jersey with a wagon load of provisions and the precarious situation was relieved. Emmons brought with him a large seine and at the first haul in the river at the mouth of Black Hole Creek 2,500 shad were taken and they weighed from two to eight pounds each. At that time the river was full of shad and one of the most important fisheries was located on Lawson's Island at the foot of the Bald Eagle Mountain. This island was washed away after the building of the canal, as the rip-rapping along the hills changed the location of the current. Emmons brought a second load of provisions from New Jersey during the severe winter referred to and while on his way home he was killed by a limb of a tree falling on him while he was asleep in his wagon along the road where he had encamped for the night. Nicolas Shaffer came to Black Hole Valley in 1784 and in 1795 he built a grist mill which was badly needed by the early settlers. Another pioneer who came to the valley in 1784 and built a grist mill was Conrad Miller, but his customers had to do their share in the grinding, each one being required to turn the mill by hand to grind his own grist. Another early settler of importance was Robert Porter, whose father, George Porter, came from County Donegal, Ireland, and settled in Jersey Shore in 1793. One of the most remarkable men who ever lived within the limits of Clinton Township was Adam Hart, father of Hon. William W. Hart. He was born at Warrior's Run. in Northumberland County, May 6, 1788, and died May 8, 1890, at the age of 102. He came to Black Hole Valley when a young man and continued to reside there until his death. Even at his advanced age Mr. Hart retained his faculties until the last. He was perhaps the oldest man that ever lived within the present limits of the county. The principal stream in Black Hole Valley is Black Hole Creek, which rises in Lovalsock Gap and flows through Clinton Township into the river. Clinton Township is distinguished for having produced two president judges of Lycoming County, Hon. John J. Metzger and Hon. William W. Hart.

By the census of 1920 the township had a population of 1,279.

Franklin Township.—It seems to be a recognized fact that many people, and the younger generation especially, are more familiar with the geography of South America, or the far off shores of India, than they are with their own country or even their own state. In fact there are some persons who know more about the exact location of the North Pole than they do about the location of some of the important places in their own county of Lycoming.

If one will take the map of Lycoming County and follow a straight east and west line from Williamsport to the extreme eastern end of the county, a distance of about twenty miles, he will find himself in the neighborhood of Lairdsville, in Franklin Township, but if he should attempt to drive it he would find himself interrupted by several intervening hills and mountains.

Franklin Township is situated in the lower end of the county and it and Jordan, its immediate neighbor, are the only

two in the county which extend through from one county on the north to another county on the south. Franklin Township was detached from Moreland in 1822 and for thirty-two years included all the territory now within the limits of the township of Jordan and for six years a portion of what is now Penn. As its name indicates it was named for Benjamin Franklin. It is the sixteenth in size in the county and contains 16,320 acres.

The character of the country comprising this township is very much the same as that of its progenitor, Moreland, being composed of a series of wave-like hills, some of the sides of which are almost too step to be cultivatible. It forms a part of the great watershed between Lycoming and Sullivan and Columbia counties. It is drained by the Little Muncy Creek and its tributaries, namely, Big Run, Beaver Run, Indian Camp Run, and Beach Bottom Run. It is bounded on the north by Sullivan County, on the east by Jordan Township, on the south by Columbia County and on the west by Penn and Moreland Townships.

It was settled at a very early day and some of the early pioneers came to be quite celebrated. Among these was Enos Hawley. He established a tannery at Lairdsville in connection with Thomas Downing about the year 1832. Simon Hawley, a resident of Chester County, was also a member of this firm. Enos Hawley was one of the original abolitionists in this section of the country and belonged to the "Pathfinders," who voted for Fremont in 1856. He was also a prominent member of the association known as "The Underground Railroad," whose purpose it was to aid fugitive slaves to escape from the south into Canada. The route through Lycoming County was a favorite one and many of the prominent citizens of the early days were secret members of the organization.

The late Robert Hawley, at one time postmaster of Williamsport, was a son of Enos Hawley and was born in Muncy, to which place his father removed in 1861 and was appointed postmaster in the same year. Robert Hawley was a well-

known member of the bar of Lycoming County and a poet and literary genius of no mean order. It is to be regretted that his poems were never collected and published, as they would rank with the best productions of those whose names have become famed. One of his poems entitled, "The Boys in Blue Are Coming," first appeared in 1866 as a campaign song and was published and re-published all over the United States for a great number of years without any credit being given to the author. Indeed, at one time the poem was actually sold to a Republican club in New York for fifty dollars by a man who falsely claimed to be its author.

Lairdsville is the only village in Franklin Township and the only postoffice. It is located on Little Muncy Creek on an alluvial flat and is in the center of a very prosperous community. It was settled at an early day by Germans who had come from the original counties of the state to find a home among the hills in the lower end of Lycoming County.

Like many other sections of Lycoming County Franklin Township at an early day was an important lumbering center and much valuable timber was cut from the surrounding hills. But these days have passed and now the whole community is devoted to the farming industry, in which they have achieved a success which would hardly have been thought possible considering the hilly character of the land. The original settlers of the township were either Baptists or Lutherans and there are now but two churches in the township, both situated in Lairdsville, one of the Lutheran denomination and the other the Baptist.

At one time there was another postoffice in the township which was given the name of Mengwe, this being the designation by which the Delaware Indians called the Iroquois or Five Nations. It was located near the northern end of the township at the base of the North Mountain, but was abandoned as a postoffice many years ago.

Franklin Township, although comparatively small in area, is well supplied with schools, there being seven within its borders, namely, two at Lairdsville, and one each, known as Germany, Fairview, Chestnut Grove and Pleasant Valley. Franklin Township is away off the line of the railroads and is not easily accessible except by wagon or automobile, but whenever reached it is well worth staying in for a short time. Lairdsville is one of those quiet, peaceful, contented places that reminds one of many of the old fashioned villages described so vividly by Dickens, Lowell and other writers of the olden time.

In 1920 it had a population of 817.

Moreland Township.—Scientists tell us that if a polyp, one of the lowest orders of creation, is cut into two or more parts each one of these will develop another polyp, which will have as much vigor and vitality as the original. It is very much the same way with the townships now comprising the county of Lycoming. At the time of the erection of the county, in 1795, there were but eight townships within the present limits of the county, namely, Muncy, Lycoming, Pine, Washington, Loyalsock, Nippenose, Bald Eagle and Upper Bald Eagle. Bald Eagle and Upper Bald Eagle subsequently became a part of Clinton County, leaving but six of the original townships. These have been divided and subdivided so often that some of the offspring have become of far greater importance than their progenitors.

Moreland Township was taken from Muncy Creek Township in 1813, the latter having been erected out of a part of the original Muncy Township in 1797. From 1813 down to the year 1820 Moreland Township included all of the territory now embraced within the limits of Franklin, Jordan and a part of Penn. There are several theories as to how it got its name, none of them authentic, and all of them more or less speculative. It is said by some that when one of the earliest settlers ascended the hill crest along the ridge of mountains which extends through the township he exclaimed, "More land!" and

as that was what they were looking for, the name of Moreland was given to it. Another theory is that when the early surveys were made for this section the work was done so carelessly that the settlers got "more land" than they were really entitled to. It was a very common practice in the early days to give more land to an applicant than his warrant called for so as to be on the safe side and allowances were always made for roads and improvements. Neither of these reasons for the name of the township seems to be worthy of serious consideration and in the absence of conclusive proof it is very probable that the name Moreland was given to the township because the topography of the country so nearly resembled the "Moorland" sections of Scotland.

Moreland Township is situated in the southwestern part of the county and is bounded on the north by Wolf and Penn townships, on the east by Franklin Township, on the south by Columbia and Montour counties and on the west by Wolf and Muncy Creek townships. It is the nineteenth in size in the county and contains 13,210 acres. The land composing nearly all of the township is hilly and mountainous and the timber cut within its limits was originally of very great value and the farms that have been since cleared up on the side hills have become very productive.

Like all other sections of Lycoming County, Moreland Township and the immediate vicinity has great historical interest connected with the war of the Revolution and the early Indian warfare. One of the first settlers was Col. George Smith, who had served in the war for independence and came to what is now Moreland Township about 1790. He had three sons and three daughters. The Smiths were Baptists in their religious faith and before coming to Lycoming County the eldest daughter, Annie, had married a Quaker named William Farr. As this was in violation of the Quaker idea that none of its members should be permitted to marry outside of the faith an effort was made to convince Farr that he had done a great wrong

and ought to admit it. This he was unwilling to do and so left the Quaker church and affiliated himself with the Baptists from that time on. The incident is mentioned simply to show the spirit of intolerance that existed in those early days even among the very best of people.

Jonathan Smith, son of Col. George Smith, above mentioned, came to Lycoming County in 1795. He had married Annie Simpson, a sister of John Simpson, of Ohio, who was the grandfather of Ulysses Simpson Grant, the great general of the Civil War. Another of the earlier settlers was William Mears, who became a celebrated singing teacher in that section of the county. The singing teacher in those pioneer days was second in importance to the preacher and in fact was often even of more importance than this individual and his influence was widespread. Mears was one of the most popular of his time and left a lasting impression on the community.

John Opp came from Amsterdam and settled on Little Muncy Creek in 1790. He was one of the most important of the early settlers and did much for the development of the country in which he lived. He also married into the Simpson family and his son, Lieutenant Colonel Milton Opp, who was born in 1835, was killed in the terrific charge at the battle of the Wilderness, May 6, 1864. He was a second cousin of the great commander who headed the Union forces on that memorable day, but it is quite impossible that the latter knew that one of his own relatives had laid down his life in that fierce struggle. Colonel Opp was one of the finest men ever sent from Lycoming County into the war of the rebellion and his untimely death was a great loss to the community in which he lived. It is a remarkable fact that both Abraham Lincoln and General U.S. Grant had relatives in Lycoming County and as might naturally be supposed they were all influential men in their respective communities. Among the other prominent settlers of the early day was Peter Jones, who died in the year 1850 within a few days of being 100 years old. Joseph Hill

was another prominent man who had been a revolutionary soldier and served directly under General Washington.

Moreland Township is well supplied with churches and school houses, most of which were built at a very early period. The Little Muncy Baptist Church was organized in 1817 and afterwards became known as the Madison Baptist Church, its membership being composed of people who lived in that section of Lycoming County and also coming from across the mountain, in Montour, Columbia and Northumberland counties. Moreland is a well watered section being drained by both Big and Little Muncy creeks and their tributaries, the most important of which are Laurel Run, Beaver Run, Shipman's Run and Sinking Run. The township is supplied with mail through the rural routes from Muncy. It is a very healthful section of the county and is inhabited by a sturdy set of people who have descended from the original settlers of the Muncy Valley.

Its population in 1926 was 603.

## CHAPTER XVI.

## TOWNSHIPS, CONTINUED.

MUNCY CREEK TOWNSHIP—JORDAN TOWNSHIP—WOLF TOWNSHIP—MILL FAIRFIELD TOWNSHIP—UPPER FAIRFIELD TOWNSHIP—SHREWSBURY CREEK TOWNSHIP—PENN TOWNSHIP— PLUNKETT'S CREEK TOWNSHIP—TOWNSHIP—McINTYRE TOWNSHIP—CASCADE TOWNSHIP.

Muncy Creek Township is one of the oldest and, from a historical viewpoint, one of the most interesting in Lycoming County. It was set off from Muncy Township, the mother of all those lying north and east of the river, in 1797, two years after the erection of Lycoming as a separate county. Within its borders some of the earliest settlements in the West Branch Valley were made. It is surrounded on the north by the river and Muncy and Wolf townships, on the east by Wolf and Moreland townships, on the south by Montour and Northumberland counties and on the west by the river which separates it from Clinton Township.

It is well watered, both the Big and Little Muncy creeks flowing through it. Glade Run also traverses it from south to north. It is the twentieth in size in the county and contains 12,800 acres. It lies on the east side of the great bend in the river where it sweeps majestically around the base of Bald Eagle mountain and the land in the immediate vicinity of this bend is of unsurpassed fertility. Close to the river, a short distance below the borough of Muncy, is located the famous Warrior Spring celebrated in song and story and which figured largely in many of the old Indian legends of the neighborhood. It was a favorite gathering place for the Indian tribes of that section and has been a well known landmark for more than a century and a half.

Near the spring is located the little settlement known as Port Penn which at one time possessed very considerable importance. It is one of the oldest hamlets in the county and near it formerly stood a great elm tree under the shade of which the Indians of the valley were accustomed to hold their great councils. During the old canal days Port Penn was the stopping place for the packet boats and boasted of having one of the best taverns along the line of the canal. It also had important boat yards. It was a noted place during the building of the canal and especially the Muncy dam, which was thrown across the river about three miles below for the purpose of flooding the canal level from there to Shamokin dam below Sunbury. Muncy dam was one of the most substantial pieces of engineering work in the state at the time of its construction and cost a large sum of money. Even the towing path which extended around the base of the Muncy hills from Port Penn to the dam cost the state the very considerable sum of \$15,369.06.

The stretch of water from Port Penn to Muncy dam was a very important place during the old rafting days on the river. Scores of immense timber rafts tied up there, each waiting its turn to run the chute in the dam. There was a famous hotel of unsavory reputation located just above the dam which was a welcome resort for the red-shirted lumbermen while waiting their chance to "shoot the chute." Gambling, drinking, prize fighting and other amusements of a like character were common occurrences. At this point there was also located at one time one of the most dangerous gangs of counterfeiters in the country. They made their spurious coin in a cabin back of the hotel and unloaded it on the rivermen. The gang eluded the officers of the law for a long time, but was finally run down, convicted and sent to prison. This place was also the scene of a serious riot during the construction of the canal which resulted in the killing of several men. Muncy dam has always been a favorite place for fishing and there is, perhaps even now, no place on the river where one can find better sport. While the canal was still in existence it was a famous place for eels. Baskets were placed at the head of the canal where the water flowed into it and as many as eighteen hundred eels have been known to have been taken in a single night.

Muncy borough is located within the limits of Muncy Creek Township and, aside from this, and the little hamlet of Port Penn, there is only one village in the township, Clarkstown. This is located in a beautiful cove which opens into the Muncy Valley along the bank of Little Muncy Creek, a short distance above its confluence with the Big Muncy. Clarkstown is a very old settlement dating back to the eighteenth century. The early settlers were nearly all Germans of a sturdy character who soon became prosperous and some of them comparatively wealthy. In the early days the first improvements that were made were the building of grist mills, carding mills and churches and we find that Isaac Walton built the first grist mill on Muncy Creek near Clarkstown as early as 1797 and John Opp a wool carding and cloth dressing mill in 1812. Both of these were a great convenience to the early settlers.

The first church edifice to be erected within the limits of what is now Lycoming County was the Immanuel Lutheran at Clarkstown which was finished in the year 1791. There may have been earlier church societies, but this is the first church building of which there is any record. It was unusually large for that period, having a seating capacity of about five hundred. It was built of logs and then weatherboarded. were galleries around three sides of the auditorium and a "stem glass" pulpit with a large sounding board above it. The backs of the pews were as high as a person's head. Although it was erected entirely by the Lutherans, other denominations were permitted to use it. The church records were all kept in German down to the year 1832. It has twice been rebuilt or enlarged. In 1832 a stone addition was erected which became the main church edifice and in 1871 it was entirely remodelled. The burying ground adjacent to the church is one of the quaintest and most interesting in the county and contains the remains of some of the most prominent of the early settlers. The whole surrounding country is filled with historic interest of the Indian and Revolutionary period.

Most of the land in Muncy Creek Township is very fertile and productive although some of it is extremely hilly. There are some valuable deposits of minerals, noticeably a kind of silicic clay which is extensively used for paint fillers and the manufacture of some varieties of coach paint. Opps, near the Muncy Township line is the only postoffice in the township. In 1920 it had a population of 1,283.

Jordan Township.—Down in the extreme eastern end of the county there is a little triangular stretch of territory with Franklin Township on one side and Sullivan and Columbia counties on the other two. This is Jordan Township which was sliced off Franklin February 7, 1854. It was named for Alexander Jordan, who at that time was president judge of the county.

The character of the country is high and rolling with many deep ravines, but does not differ materially from that of the surrounding territory. It is occupied by a hardy, industrious and frugal set of people and its churches and school houses are of the very best. The first permanent settler was William Lore about 1812, who succeeded in founding a home in the wilderness after many hardships and privations. The eastern part of the township adjoining Columbia County, is the watershed from which Little Muncy Creek has its source. It is the twenty-fifth in size in the county and has an area of 9,920 acres.

There is nothing to differentiate it from the adjoining townships as all are of the same general character as to topography and quality of the soil.

Unityville is the only village in the township and there are no industries located in the town except a grist mill. It is a pleasant place in which to live if one has plenty of leisure and is fond of the beauties of nature. It is prosperous because of the many well-to-do farmers who do their buying in the town. Jordan Township, 1920 had a population of 697 and is more thickly settled than the other townships in the immediate vicinity.

Wolf Township lies just east of Muncy and Mill Creek and has a very interesting history. It was taken from Muncy in 1834 and named for George Wolf who was then governor of the state. It is thirty-ninth in size and its area is 8,960 acres. Mill Creek runs through the lower end and is fed by several good sized streams. Wolf Township, like Armstrong, has the distinction of having had two boroughs erected within its limits, Hughesville and Picture Rocks.

David Aspen was the first settler about the year 1777 when it was a part of Muncy Township, Northumberland County. He had been a refugee at Fort Muncy at one time and then returned to his home to look after his property. Nothing being seen or heard of him for several days, a searching party was sent out and his dead body, tomahawked and scalped, was found at the door of his home. He is buried in an unknown grave and his antecedents are also unknown.

Abraham Webster was another of the early settlers. He came from England and located on what afterwards came to be known as Henry Ecroyd farm. One of his sons was killed by the Indians and two of his daughters were carried into captivity. One of the girls was thrown overboard from a canoe in Seneca Lake by the squaw to whom she had been given, because she became enraged at the girl for some reason. The other daughter was never heard from after she was taken away.

One of the first improvements in the township was a grist mill built by a Mr. Clayton in 1816. The history of Wolf Township is so interwoven with that of Muncy that a relation of it here would be only a repetition.

Wolf Township is well supplied with churches and its schools are of the best. A postoffice was established at Bryantown April 8, 1892, but it is no longer in existence. At this place a man by the name of Bryan built a woolen mill in 1842 which is still in operation. Wolf Township had a population of 590 in 1920.

Mill Creek Township.—February 25, 1879, Judge Cummin, presiding over the courts of Lycoming County, upon petition, ordered that a new township be erected out of a portion of Muncy Township. This is the youngest of the family in Lycoming and was the last to be taken from Old Muncy which has given such a large progeny of lesser townships to the county. It was given the name of Mill Creek from the stream that rises in it and drains through it. It is the thirty-sixth in size and has an area of 8,000 acres.

Among the earliest settlers of what is now the township was Jonathan Collins who was a prominent man of his day. He was followed by the Nunns, Lockards, Moons, Merricks, Reeders and others.

The soil is about the same character as that of the surrounding territory and the population is wholly devoted to farming although lumbering operations were carried on extensively at one time. It lies directly north of Muncy Township between Upper Fairfield and Wolf.

The only village is Huntersville which is also the name of the postoffice which was established June 25, 1853 with Robert G. Webster as its first postmaster.

Mill Creek, like all the other townships in the county is well supplied with churches and good schools. It has a population of 277.

Penn Township.—Tobias and Isaac Kepner were largely influential in having Penn Township erected in 1828 and, having come from a place of the same name in Berks County they gave to it the name of the illustrious founder of the Commonwealth.

It is the twenty-third in size in the county and has an area of 10,880 acres. Columbia County bounds it on the east and Shrewsbury Township on the north. Wolf lies on the west and Moreland on the south. The elevation is high and the climate delightful in summer time. The surface of the township is generally rough and mountainous, making it poorly adapted for farming. At one time it was a great lumbering center.

The early settlers were among those who first came to Muncy Township, among them being Benoni Wiesner, Christopher Frey, Thomas Strawbridge, John Craft and Thomas Reed, names still well known in the community.

Church and school accommodations are of the best and the township is inhabited by a sturdy class of American citizens. A postoffice was established at Fribley June 26, 1873, but was abandoned on the advent of rural free delivery. There was also one at North Mountain but it, too has since been discontinued. At present there are postoffices at Mawrglen and Tivoli. In 1920 the township had a population of 658.

Plunkett's Creek Township.—Colonel William Plunkett, a physician by profession, had rendered valuable aid to the settlers of the upper reaches of Loyalsock Creek and further down during the colonial period, and because of his medical skill was regarded as a valuable man in the community. In reward for these services he was given a grant of land on Loyalsock Creek, although during the Revolutionary war his status was somewhat questionable, some regarding him as an outright tory.

In 1838 a wild and mountainous region near the mouth of Bear Creek was taken from Davidson Township in Sullivan County and Franklin Township in Lycoming and erected into a new township and when the time came for a name to be selected that of Plunkett was suggested. It met with determined opposition from John Barbour, one of the prominent men of the section, he claiming that Plunkett was not loyal to

the colonies during the Revolutionary war. After considerable discussion, Barbour finally consented to the name if the word "Creek" was added. And so the township of Plunkett's Creek came into being. It is the fifteenth in size and contains 17,600 acres.

It is a mountainous region and except along the creek bottoms is poorly adapted to farming. It was a famous lumber center in the days of that industry as some of the finest timber to be found anywhere grew on its mountains.

Both branches of Loyalsock Creek run through it and also Big and Little Bear and Plunkett's Creek, all good sized streams.

Among the first settlers were Louis Donelly and Charles Smith who located near the mouth of Big Bear Creek at an early day. Subsequently John Barbour came to the mouth of Plunkett's Creek and established a settlement and his memory is perpetuated to this day in the village of Barbours which took his name. He was a public spirited citizen and built a school house, store and saw mill at the mouth of Plunkett's Creek. Barbours was established as a postoffice July 19, 1839 and John Barbour was the first postmaster.

In 1868 a large tannery was erected in the township by Thomas A. Proctor and for many years did an enormous business, giving employment to a large number of men. The town of Proctor was named for the owner of the tannery.

Plunkett's Creek Township, by reason of its many mountain streams and pure water, has always been a paradise for trout fishing and many club houses and summer cabins are located in the mountains and along the streams.

Churches and schools flourish in Plunkett's Creek Township although, owing to the paucity of the population, not many are needed. In 1920 the township had a population of only 330.

Fairfield Township.—Lying north of the borough of Montoursville is a fair domain, well watered and well cultivated,

which contains some exceedingly rich farms and is noted for the beauty of its scenery. It is known as Fairfield Township and it does not belie its name. There is no record of the date of its organization but it must have been about the year 1825. It was taken from a part of Muncy Township and is the twenty-ninth in size in the county and contains 9,067 acres and is practically of the same size as its parent. Its western border is washed by the waters of Loyalsock Creek and Muncy Township lies directly east of it. It extends down to the river east of Montoursville and there are many fine farms along the creek and river bottoms. There are no mineral developments of any great moment although limestone has been quarried and burned and there is a deposit of valuable white sand just below Montoursville which is owned and operated by the Lycoming Silica Sand Company.

Settlements were made early in the southern part of the township and Madame Montour's Village and Fort Muncy were located close by. The great highway from Northumberland to Williamsport, now known as the Susquehanna Trail, passes through the southern part of it. Among the prominent men who lived in the township at an early day was Ex-Governor John Andrew Shulze who came there after his term of office had expired and built a fine mansion, in which he lived until his death. It was subsequently purchased by Charles Lloyd and his brother, Colonel Thomas W. Lloyd, first, lived there for many years and died there. Henry Rawle at one time state treasurer, owned a fine home in Fairfield Township near the river and Charles Lloyd's fine old mansion was also one of the show places of its day but was afterwards taken into the borough of Montoursville. There are no towns or villages in Fairfield Township except the small hamlet of Farragut on Loyalsock Creek where there is a store and church. Fairfield township is well supplied with good schools and its citizenry is principally engaged in farming. In 1920 it had a population of 368.

Upper Fairfield Township.—Lying directly north of Fairfield, and of about the same size, is Upper Fairfield Township. In 1851, when there were not as many roads through that section as now, the inhabitants petitioned the court to divide Fairfield Township into two parts as there was too much inconvenience for collectors and assessors in getting around. The petition was granted September 12, 1851, and a new township set off. It was at first given the name of Pollock in honor of James Pollock, who was then president judge of the county. After two years the people became dissatisfied with the name on account of the judge's political affiliations and asked the legislature to change the name to Upper Fairfield which was done by act of January 29, 1853. It is the twenty-second in size in the county and contains 11,200 acres.

The surface of the lower part of the county is rolling with hills and mountains to the north. There are some fine farms especially along the creek bottoms and low lying lands. In the early days the northern part was covered by a heavy growth of timber and lumbering was the only industry.

Upper Fairfield was settled at an early day by a sturdy class of pioneers and many of their descendants still live in the township.

Loyalsock Creek flows along its eastern border and afforded a vehicle for floating lumber during the period of the ascendancy of that industry. There are two villages in the township, Loyalsock and Fairfield Center, both of them composed of houses with no industries, the population being wholly devoted to farming. According to the census of 1920 there were 542 in the township, not as many by two hundred as there were in 1880.

Shrewsbury Township is one of the oldest in Lycoming County, dating back to 1804, when it was separated from Muncy. It lies in the extreme eastern end of the county and is bounded on the north by Plunkett's Creek Township and

Sullivan County, on the east by Sullivan County, on the south by Penn Township and on the west by Wolf Township. It was originally a very extensive territory, embracing not only that part of it which is now included within the limits of Lycoming County, but also a considerable portion of what is now Sullivan County, this having been detached in 1847. Its first loss of domain, however, occurred in 1836 when Plunkett's Creek Township was formed. Shrewsbury is the thirty-fourth Township in size and contains 8,533 acres.

The suggestion of the name is attributed to Theophilus Little, Sr. The Little and Bennett families were among the earliest settlers, and as they came from Shrewsbury Township. Monmouth County, New Jersey, it is presumed that the name of their old home county seemed a suitable one for their new habitation, but it is very probable that the New Jersey Township took its name from the original borough in England called Shrewsbury and of which the famous John and Charles Talbot were both earls and dukes. Indeed, although many of the names given to the inland counties and townships of the state of Pennsylvania were brought to this section by those emigrating hither from New Jersey, Delaware and the settlements in the immediate neighborhood of Philadelphia, all of the names, except those given in honor of individuals who had rendered distinguished service either in the military or civil life of the state, can be easily traced back to English origin. Among such are the counties of Chester, Northampton, Lancaster, York and Delaware.

On the dividing line between Shrewsbury Township and Clinton County extends the great North Mountain, one of the most important spur ranges of the Appalachian chain. It rises to an altitude of 2,550 feet above sea level and from its summit one of the most entrancing views in this section of Pennsylvania may be had. Stretching away in all directions the low-lying hills seem like ocean billows as witnessed from some rocky shore along the Maine or Massachusetts coast of the Atlantic ocean.

In fact, the great mountain stands like a magnificent barrier between the two counties of Sullivan and Lycoming, one side sloping away to the northeast into Sullivan County and the other to the southwest into Lycoming.

The North Mountain forms the great watershed of the Muncy Valley, Big Muncy Creek flows along the dividing line between Shrewsbury and Penn townships and the Williamsport and North Branch railroad follows closely along the creek. The smaller streams heading in the great North Mountain and draining the whole of Shrewsbury Township are Roaring Run, Big Run, Fox Run and Lake Run. They all rise within the limits of the township and flowing southward, fall into Muncy Creek.

One of the most attractive portions of Shrewsbury Township is Highland Lake, located away up on top of the mountain near the northern border of the township and for many years a famous summer resort. Like Lewis lake at Eagles Mere, Hunter's Lake above Sonestown, and Crystal Lake, it seems to be one of those curious formations of nature so many of which are to be found along the topmost range of the North Mountain.

The township of Shrewsbury was settled at a very early day by a number of adventurous pioneers, who came hither from the lower counties of the state to make a home for themselves in the then unbroken wilderness. Among the most notable of these early settlers was Peter Corson, who came from New Jersey in 1794. He became very active in the early development of the township and was closely followed by Owen Malone, Peter Buck and John Rynearson, all of whom have descendants still living in the township.

Although one of the oldest townships in the county, Shrewsbury has grown little in population since its first settlement. During the "boom" times, when lumber was the principal business of the Muncy Valley, that portion of the township lying along Muncy Creek, was a hive of industry and a number of saw mills and tanneries were kept busy for many years. But

with the passing of the lumber industry the mills as well as the people passed away with it so that much of that section of the township is now only a memory.

Shrewsbury Township, however, will eventually become the location of many summer resorts as it possesses unsurpassed advantages in this respect on account of the healthfulness of its location and easy accessibility by rail. The township is well supplied with schools and churches.

It has a population of 330.

McIntyre Township.—In 1848 a large slice was cut from Lewis Township and that of McIntyre established. named for Samuel McIntyre, of Philadelphia, who was one of the original incorporators of the Williamsport and Elmira railroad. It is the second largest in the county and contains 46.260 acres. Tioga County adjoins it on the north. It is a mountainous region and although there is some farming land on the plateaus the soil is thin. Its early history is that of Lewis Township and it differs little from the surrounding territory except that coal deposits were found many years ago and the McIntyre Coal Company was opened and operated a few miles above Ralston for a number of years. Then the veins gave out and it suspended operations. Recently new veins have been discovered and the company is again in operation. coal is of the bituminous variety and is of fairly good quality.

Early settlements in the township were slow on account of the density of the wilderness. John Smithkontz and John Blackwell were the first comers. Iron was discovered in the mountains at an early day and a furnace was built below Ralston where the ore was smelted for some years. The Williamsport and Elmira railroad was built for the purpose of getting the manufactured pig iron made at this furnace to the canal at Williamsport. But the ore was not found in sufficient quantity to warrant a continuance of the business and the whole enterprise was ultimately abandoned. There was also a

furnace at Carterville, a few miles above Ralston, but, after operating for a time, this too was abandoned. There is also a coal mine at Ralston operated by the Red Run Coal Company and valuable deposits of fire clay.

Ralston is the only town in the township. It is a post office, which was established May 5, 1838 and called Oakville. The name was changed to Ralston December 11, 1839 and the first postmaster was James Batchelor.

McIntyre Township was at one time the scene of some of the largest lumber operations in the county, but with the passing of this industry much of its prosperity vanished. It has been the scene of many ambitious industrial enterprises but most of them have proved failures.

Marsh Hill at the junction of the Pennsylvania and Susquehanna Railroads has become an important railroad center, but aside from this, there are no other towns in the township. Marsh Hill is a United States postoffice, established December 29, 1884 with W. K. Heylman as first postmaster.

The schools are of the very best of those in rural communities but the only church is at Ralston. In 1920 McIntyre Township had a population of 1,012 which includes the village of Ralston which is not an incorporated town.

Cascade Township, which adjoins Lewis on the east and extends over to the line of Sullivan County is the sixth in size in Lycoming County and has an area of 28,800 acres. It is one of the largest townships in the county.

The region is wild and mountainous, the only farming land being in the valleys and high plateaus. Burnett's ridge extends across it from east to west for its entire width. This ridge was a famous landmark in the early days and was designated as a line of the Indian purchase of 1768. It was named for William Burnett, at one time governor of the colony of New York, and a prominent man in England during the reign of William and Mary. It takes its name from the numerous cascades which

are to be found in the mountain streams which course through it.

It was not settled until 1843 when Michael Kelly, a sturdy Irishman, made his way into it. He blazed the road from Lycoming Creek for six miles so that he could drive an ox team along it, built a log house and engaged in the business of hauling logs to the nearest mill on Lycoming Creek.

Other settlers soon followed in the wake of Michael Kelly, most of them Irishmen, who bravely battled with the hardships of the wilderness, built houses for themselves and reared families, many of whom have left a lasting impression on the history of the county.

Kellybury named after Michael Kelly is the only town. It has an imposing Catholic church which is the only place of worship in the township. The schools are all good and on a par with others in the county. Kellyburg is a United States postoffice, one having been established there July 25, 1866, with Michael Kelly as its first postmaster.

On account of the wildness of the territory Cascade had a population of only 532 in 1920 notwithstanding its large size.

## CHAPTER XVII.

## TOWNSHIPS, CONTINUED.

GAMBLE TOWNSHIP—McNETT TOWNSHIP—ARMSTRONG TOWNSHIP—LOYAL-SOCK TOWNSHIP—HEPBURN TOWNSHIP—ELDRED TOWNSHIP—OLD LYCOM-ING TOWNSHIP—LYCOMING TOWNSHIP—LEWIS TOWNSHIP—LIMESTONE TOWNSHIP.

Gamble Township.—There are few counties in Pennsylvania that are dotted with more beautiful valleys than that of Lycoming. Nippenose, White Deer, Black Hole and the valleys along the reaches of Muncy, Loyalsock and Lycoming creeks are unsurpassed in natural beauty by those of any other region in the state.

Lying just over the ridge of mountains that skirt the valley of Lycoming Creek at Trout Run there nestles one of the most interesting of these beauty spots of nature, not only by reason of its scenic attractions, but also because of its local history. It is situated in Gamble Township and is known as Rose Valley.

The discovery of this valley is attributed to David McMicken, who settled on Loyalsock Creek in 1784. He visited the place with a party of hunters at the close of the eighteenth century and was so pleased with it that he took up large tracts of land in his own name and those of his friends and relatives. One of the first permanent settlers was John Rose, a Scotchman, who afterwards left his impress, not only in the valley, but in Williamsport as well. He was born in 1772 and came to the United States in 1794. He settled in what is now known as Gamble Township and called the place "Scotland." He was married about this time to Miss Paton of Centre County and brought his young bride to the valley.

It was from him that the valley took its name, Rose Valley. His place of residence was in the west end and from here a fine dirt road winds around the mountains and descends to Trout Run, which to this day goes by the appellation of the "Scotland Road." Some time after the death of his first wife, Rose married Sarah Scott and then moved to Williamsport and built a house on the brow of the terrace at the northeast corner of the present High and Cemetery streets.

A daughter by his second wife was married to Robert C. Grier, who afterwards became a justice of the Supreme Court of the United States. They owned a fine farm at the upper end of Williamsport which was always known as the "Grier Farm."

One of the men who accompanied Rose to Gamble Township and remained with him until his removal to Williamsport was Andrew Tulloch, generally dubbed "Tallow," who was a lawyer of no mean ability and who built the first brick house in Williamsport, still standing at No. 31 East Front Street.

After Rose's departure from the valley it soon filled up with other settlers, among whom were James McWilliams, John D. Griggs, Jacob Ulmer and David Stroble, whose descendants are still living there. Another early resident was Isaac Lippincott, who bought great quantities of land and erected a water power saw mill. At his death all of his property in Lycoming County fell to his son, Edward, and then there dawned on the historic valley a new era which was subsequently filled with momentous consequences.

Edward Lippincott was a hustler. He was a sociable, affable man and soon gained the confidence of his neighbors and began commercial operations on a large scale. He built two steam power saw mills and started cutting and sawing timber which covered the surrounding hills, into lumber. Soon after he established the business of extracting the tanning principle from hemlock bark, and for many years made and sold the extract all over the United States. In the lower part of the valley was situated a very interesting glacial lake which had long been of peculiar interest to geologists and scientists, but the exigencies of commercialism proved paramount to the inter-

ests of science, and the picturesque lake was turned into a mill pond. A big saw mill was erected on its bank and for many years the place was the scene of feverish activity.

So much confidence did Lippincott inspire that the people of the valley loaned him money in unlimited quantities. Hundreds of thousands of dollars were invested in his various industries and for more than twenty years business boomed in the beautiful valley. Then came the crash. In 1867 Lippincott failed for a large sum. The greatest excitement resulted and many of those who had loaned him money lost it all, but the community as a whole rather gained by the failure, as Lippincott's operations increased to a very large extent the value of their farms. Most of the land owned by Lippincott afterwards became the property of Joseph Hall. The old mill pond was converted into a cranberry swamp and the cultivation of this necessary adjunct to the Thanksgiving dinner has been carried on there for many years with great success. original Lippincott place is now a fine farm under the highest state of cultivation.

At a very early day, probably about the beginning of the nineteenth century, extensive salt works were started about a mile north of the mouth of Salt Run and the business was carried on successfully for some time. The remains of the old furnaces can still be seen. Two wells were sunk to a considerable depth and walled up. Into these the salt water collected and was then pumped out and evaporated. These old wells are still in existence but are no longer used. At that time salt was scarce and high priced. A short distance above these wells a large potash manufactury was started and considerable timbered ground was cut over to obtain the material.

John Griggs built the first school house in the valley and the first teacher was J. W. Milnor. This was in 1839. On the first morning that school opened only two scholars appeared, John and Peter Griggs, children of the man who had built the school, and for a considerable time they were the only patrons. There is now a fine school house in the valley and there are four others in Gamble Township.

A church used by both the Baptists and the Evangelists and known as the Union Church was built at an early day and has had an interesting history. It still boasts of a flourishing congregation of both denominations and the services held are largely attended by the prominent families of the valley.

Rose Valley is of peculiar beauty. It lies like a great basin, the rim of which is the surrounding mountains which almost envelop it, there being but two breaks. Through these gaps two small streams flow out into Lycoming Creek. From the summit of any of the mountains an entrancing scene is presented to view, no matter in what direction the eye may be turned. Of late it has become one of the interesting spots for the automobile tourist, and to any lover of nature it is well worth a visit.

Gamble Township is the twelfth in size in the county and has an area of 22,760 acres. Its population in 1920 was 484.

McNett Township, the most northerly in the county, was taken from McIntyre, February 10, 1878, it being the last township to be erected in the county with the exception of Mill Creek. It is the tenth in size and contains 23,500 acres. It was organized largely through the efforts of H. H. McNett, one of the leading citizens of that section. In the early days some iron was manufactured and afterwards coal veins were discovered which were worked to good advantage for some time, but these have been lately abandoned. There are some fine farms along the bottoms of Lycoming Creek, but most of the land is mountainous. McNett Township lies on the watershed, streams flowing in both directions, north and south.

The only village of any size is Roaring Branch, which lies half in Lycoming County and half in Tioga. The post office is in the Lycoming County portion and was established February 10, 1862, with Lloyd L. Washburn as its first postmaster.

There is also a postoffice at Ellenton, in the eastern part of the township, established August 21, 1883, with Curtis E. Helms

as its first postmaster.

The schools of McNett Township are of the highest character. At one time there was a large tannery in operation at Roaring Branch, but of late years the business has been largely curtailed. The population of McNett Township in 1920 was 750.

Armstrong Township.—Across the river, almost directly opposite Williamsport, there lies a small township, known as Armstrong. It does not now possess the same importance that it once enjoyed, because two very enterprising boroughs have been created within its original limits, namely, South Williamsport and DuBoistown. The township is bounded on the north by the two boroughs mentioned and the river; on the east by Clinton Township; on the south by Washington Township and on the west by Bastress, Susquehanna and Limestone townships. Its southern line extends along the topmost ridge of the Bald Eagle Mountain from a point below Sylvan Dell until it dips into White Deer Valley almost opposite the headwaters of Mosquito Creek. It includes within its limits both slopes of the mountain and the interesting valleys, from Loyalsock Gap to Mosquito Gap.

Armstrong was originally a part of Clinton Township and was taken from the latter in 1842 and given the name of Armstrong in honor of James Armstrong, a prominent member of the Lycoming County bar, and afterwards a justice of the supreme court of Pennsylvania. Three-fourths of its present surface is very hilly and mountainous, as the Bald Eagle range crosses through it almost directly east and west. It is the eighteenth in size in the county and contains 13,440 acres.

At one time Armstrong Township included within its limits all the territory lying along the south side of the river from Loyalsock Gap to Mosquito Creek, upon which the boroughs of South Williamsport and DuBoistown are now built, and which was known as the "Lower Bottom" as contradistinguished from the "Upper Bottom" of the river which extended from the base of the mountain above the mouth of Mosquito Creek to a point nearly opposite Jersey Shore.

Perhaps the most important part of Armstrong Township, as it now exists, is that known as Mosquito Valley. This section possesses great historic interest by reason of the fact that through here and down the stream led the main Indian trail from Fort Augusta to New York and Canada. This was the famous Culbertson Trail.

One of the earliest settlers in Mosquito Valley was Marcus Huling, who came there about the year 1795. A number of land warrants had been located in the valley prior to that time by various persons, but no actual settlements were made on them. These tracts were subsequently purchased by Colonel Thomas Hartley, who had commanded several expeditions against the Indians in this section and who probably knew the great fertility of the soil in the valley. Four of these tracts, known respectively as "Kelsoe," "Ledbury," "Grammont" and "Hartley," were purchased by Thomas and Seely Huling, sons of Marcus Huling, and turned over to their father.

Marcus Huling was a very enterprising man and soon made his influence felt in the valley. He built a saw mill, a grist mill and a distillery. He cleared up a fine tract of land and made of it a wonderfully productive farm. People came from the other side of the mountain to bring their grists to be ground, carrying them on their backs, or on horseback, following the old Indian trail. This trail subsequently became the main wagon road leading up the valley and over the mountain. The lumber sawed at the Huling mill was hauled down the creek to the river, where it was made into rafts and floated to market. There are a number of Marcus Huling's descendants still living in the county. Mosquito Valley is now principally used for the storage reservoirs of the Williamsport Water Company.

Hagerman's run, which empties into the river just below Williamsport Market Street bridge, and which is also used by the Williamsport Water Company for its lower storage reservoirs, has its rise in Armstrong Township at the base of the mountain and flows down through the second gap in the mountain within the limits of this township. It was named for Aaron Hagerman, who was born in Holland and came to America at an early day. He came to Armstrong Township shortly after the Revolutionary war and made a settlement near the present site of Koch's brewery. He soon moved away, however, but the stream on whose banks he lived still bears his name. At its mouth was a famous place during the lumber days of the past for rafts to tie up for the night, on their way down the river. The original name of the town at the south end of the Market Street bridge was Rocktown, given to it at the time because of the rocky character of the ground.

At the lower end of Armstrong Township along the river is another short stretch of wonderfully fertile land extending from the Pennsylvania railroad bridge to Sylvan Dell. The lower farm was originally owned by John Gibson, one of the best known and well beloved men in this section of Pennsylvania, and one of the most enterprising of his day. He was not only a successful farmer, but a progressive man in all lines of material development. He was one of the first directors of the Loyalsock Turnpike Company and also an active spirit in the building of the first bridge over the Susquehanna River in Lycoming County on the site of the present Market street bridge.

One of the earliest improvements in Lycoming county at an early day was the Loyalsock turnpike, which crosses the mountain through Loyalsock gap and has its beginning in Armstrong Township. Until only a few years ago it was a toll road with a gate at the top of the mountain. It was built originally as a short cut from Williamsport to Northumberland and was followed by the old stage coaches. It is interest-

ing to consider, in this age of lightning express trains, automobiles, motorcycles and flying machines, what a trip to North-umberland, only forty miles distant, meant in the days of the stage coach. The first line from Williamsport was started August 25, 1809. Its schedule and rates were as follows:

Leave Williamsport Friday morning at 4 o'clock A. M., arrive at Northumberland at 6 o'clock P. M. Start from Northumberland at 5 o'clock A. M. and arrive at Williamsport at 7 o'clock P. M. Fare, one way \$2.25. Way passengers six cents per mile. Fourteen pounds of baggage free."

There is another important place within the limits of Armstrong Township, as it is at present constituted, and that is Sylvan Dell, the well known summer resort. It is located at the base of the mountain, near the river on the south side, and has become quite famous as a breathing place during the hot summer months. A number of Williamsport people own cottages at Sylvan Dell, where they spend a part of the heated period, and it is also reached by steamboats from Williamsport during the season.

The balance of Armstrong Township is almost entirely mountain land and yet one is surprised in traversing it to see how productive some of these mountain farms have become under the careful management of the sturdy Germans that own them. Some one has said that Andrew Carnegie would have grown rich if he were placed on a desert island with no company but himself, and this is measurably true. But it is just as certain that some of the rugged German farmers, such as dwell in the mountainous parts of Armstrong Township, could raise crops on an asphalt pavement.

Loyalsock Township.—Lying alongside of Williamsport, and stretching from Loyalsock Creek on the east to Lycoming Creek on the west, lies the largest township in point of population in the county. Some portions of it are built up solidly and at the lower end are two important suburbs of the City of Williams-

port, both of them directly on the Susquehanna Trail at the eastern end of Washington Boulevard. They are known as Faxon and Kenmar and are rapidly being built up with attractive homes.

It was erected from a part of Muncy Township before Lycoming was erected as a separate county, by order of the court of Northumberland County in 1786. It extended back from the river above and below Williamsport for an indefinite distance, and that portion of it to the north was wholly uninhabited. It was named for the stream at its eastern end, which signifies in the Indian language "Middle Creek," it being midway between Muncy and Lycoming creeks. It was originally, next to Muncy, the largest township in the county, but has been gradually shorn of much of its territory to make room for other townships. It is now seventeenth in size in the county and contains 15,360 acres.

The character of the topography is hilly and rolling, but there is much good bottom land along the two creeks and much of this territory is devoted to trucking and gardening. Threefourths of the township was taken for the location of what is now the City of Williamsport. The names of the early settlers were largely those who afterwards became identified with the general history of the county, such as Smith, Covenhoven, Thomson, Wychoff and others.

Between the years 1825 and 1830 Isaac McKinley and son built a forge on Lycoming Creek a few miles above its source and called the place Heshbon, by which name it is known to this day. Subsequently they built a furnace and rolling mill and made ten-plate stoves. The business afterwards passed into other hands and was continued down to the year 1865, when the great flood of that year so badly damaged the buildings that they were never repaired. Below the City of Williamsport, in this township, during the lumber days, were located along the river, the sawmills of Elias Deemer & Company, with an output of 4,000,000 feet annually; J. B. Emery

& Company, with a capacity of 15,000,000 feet, and Ezra Canfield, with a capacity of 20,000,000 feet. The Canfield mill stood almost on the exact spot where James Brady, the gallant son of Capt. John Brady, was killed by the Indians.

There are a number of splendid schools in the township, and it is well supplied with churches. Edgewood Cemetery, just above Loyalsock Creek, is one of the oldest in the county, and in it are buried most of the prominent people who lived in the township, and also many from Montoursville. John Kidd, the first prothonotary of the county, is buried in this cemetery. The burial ground originally stood down on the flat, but was removed to its present location, high up on the hill, when the Reading Railroad was built through it.

The Williamsport cemeteries are nearly all located in Loyal-sock Township and will be considered in connection with the history of that city. There are no towns in Loyalsock Township, but it is almost continuously built up along the Susquehanna Trail from Williamsport to Montoursville, a distance of four miles. In 1920 Loyalsock Township had a population of 5,268, but since then a large slice has been taken off and made a part of the City of Williamsport.

Hepburn Township.—When the whites first settled in Lycoming Creek valley they found an Indian village of some pretentions located on the stream about where the Town of Hepburnville is situated. The place was called Eeltown, but this name must have been given to it by some white man either before then or afterwards, for there is no such name in the Indian language. It is frequently referred to in the early records, but nowhere is there any explanation of why it was called Eeltown. At any rate little is known of the place except from tradition and the finding of a large number of Indian tools and utensils where the village is supposed to have stood. This site is included within the limits of what is now Hepburn Township, which is one of the most productive in the county

and which has an interesting history by reason of the fact that it was settled by three distinct sets of emigrants. The western end was occupied by Scotch-Irish, the middle section by the German Dunkards, and the eastern end by Quakers.

Hepburn Township was erected in 1804 and was named in honor of William Hepburn, who had so much to do with having Lycoming established as a separate county in 1795. It is the thirty-fifth in size and has an area of 8,320 acres. Copper ore and Galena have been found at some places, but not in sufficient quantities to be of commercial value. Most of the land is rolling except in the northern part, where it is mountainous. Lycoming Creek washes its western border and Mill Run flows through a portion of it. There is another small stream which empties into Lycoming Creek known as Long Run. The land is fertile and there are many good farms. It is almost wholly an agricultural section.

One of the earliest settlers was James Thompson, who opened a hotel at Cogan Station in 1820. Samuel Reed was another early comer and built a house on the site of the present Hepburnville in 1800. Peter Marshall was a pioneer who came to the section in the neighborhood of Balls Mills in 1801. He was a son of the famous Edward Marshall, the principal in the noted "Indian Walk" which commenced September 19, 1737, and which has been the subject of so much historical controversy over the question as to whether the Indians were fairly treated. Henry Southard, a Revolutionary war soldier, came to Blooming Grove about the beginning of the nineteenth century and some of his descendants are still living in the township.

Blooming Grove was settled by Germans. In 1804 Wendle Harman came to this country and purchased a tract of land in Hepburn Township, which had just been erected. His idea was to found a colony of his countrymen, and in this he was successful. John Heim, Leonard Ulmer, Gottlieb Heim, Michael Bertsch, Leonard Staiger, Ferdinand Frederick Scheel, John George Waltz and George Kiess, Sr., followed him to the

new settlement and began the development of the country. Many of these men had suffered persecution in Germany and came to the United States to secure freedom. The religious belief of the colonists was Dunkard, and one of the first things they did after they had erected log cabins for themselves was to build a church, which is still standing and used as a place of worship. Their first crops proved so successful and bloomed so exuberantly that the colonists gave to the place the name of Blooming Grove, and by this name the settlement is still known. One of the prominent men of the colony at an early day was Rev. Gustavus Schultze, a Lutheran minister of the gospel, who had served as a mere boy under Napoleon Bonaparte. He left a lasting influence on the community, which he served for many years. Many of the descendants of the original families still live in the township.

Balls Mills, another important hamlet in the township, was settled by a number of pioneers, one of whom was John Ball, who came to this country from England in 1793 and first settled near Hillsgrove, Sullivan County, afterwards coming to Hepburn Township. It was from him that Balls Mills took its name. His descendants are still living near the old homestead which he established, and the family has always been closely identified with the development of the township. One of John Ball's sons, William Ball, built a fulling mill, a clover mill and later a cradle mill for manufacturing grain cradles. product of this mill was sold all over the country, but principally in the West. It is still standing. Afterwards William Ball erected a woolen factory and a sawmill. operated the cradle mill for several years and was very successful. The clover mill also proved a paying investment. Samuel Ball was an inventive genius, and many devices which afterwards proved profitable were the creatures of his active brain.

Cogan Station, on the Pennsylvania Railroad, is a postoffice established March 30, 1860, with Josiah Bartlett as the first postmaster. At one time there was an iron works at Crescent

of a rather pretentious character, which subsequently became the property of Peter Herdic and was operated successfully down to the time of his failure. Education and religion have always been carefully looked after by the people of the township, and today there are ample provisions for both. The old Dunkard Church in Blooming Grove is a landmark and is preserved in all its original character except in recent years it has been weatherboarded. At the time of its erection it was built of logs. Quakers were among the earliest settlers in the eastern part of the township, but their community is now located in Eldred Township, which was formerly a part of Hepburn. In 1890 Hepburn Township had a population of 688.

Eldred Township, which lies directly east of Hepburn and extends from there to Loyalsock Creek, is one of the smallest in the county, being the thirty-seventh in size, with an area of 7,680 acres. It was erected November 16, 1858, by order of court, having been taken wholly from Hepburn Township. The country, like that of other places in the immediate neighborhood, is of a rolling character and there are many fine farms, tillage of the soil being the occupation of practically the entire community. There are a series of interesting natural "wells" on the top of the mountain in the northern part, and that part of the township is known as "Wells Mountain." These wells are large holes or cavities in the rocks and have caused considerable speculation as to their origin, which has never been fully determined.

The township, as it is now constituted, was settled by Quakers, and the place where they first located is still known as "Quaker Hill." Among these early settlers were the Winners, Wilsons and Marshalls, whose descendants still live in the township. The people are thrifty and have made a garden spot of their section of the county.

Warrensville is the only town in the township. It is a post-office, established July 25, 1842, with Samuel Torbert as the

first postmaster. The educational and religious advantages of Eldred Township are of the best, and schoolhouses and churches flourish. In 1890 the township had a population of 540.

Old Lycoming Township.—Extending in a westerly direction north of western, Williamsport is a township which is older than the county. It was established in 1785, ten years before the county was organized. It was then called Lycoming, but as a portion of it was subsequently taken off to form the present Lycoming Township, it was given the name of Old Lycoming. In its original boundaries it extended from Lycoming Creek to Pine Creek, but several townships even now intervene west of it. It is the thirty-first in size in the county and is composed of and contains 8,960 acres. The surface of the township is rolling and there are some fine farms, especially along Lycoming Creek, which bounds it on the east.

The settlement of the territory dates back before the Revolutionary war and the Indian village known as "French Margaret's Town" was located at the mouth of Lycoming Creek. This afterwards became Jaysburg, which played such an important part in the fight for the location of the county seat. William McMeens was one of the early settlers and was one of those who participated in the "Big Runaway" in 1778 and did not return to the valley until 1791. His son, William McMeens, became a man of considerable importance in the county. He served one term in the General Assembly and was also a justice of the peace. He was a scholar and a man of considerable influence in the community. Another prominent man who settled on what is known as the "Long Reach," above Lycoming Creek, was Thomas Mahaffey. He was the grandfather of Lindsay, David and William Mahaffey, all of whom and many of their descendants, who are still living, became prominent in the affairs of the county. Derrick Updegraff was another early settler and owned some of the finest farms in the county. At one time his barn was regarded as the last word in

such structures and was the largest in all this section of the state. He left a numerous progeny, many of whom afterwards became closely identified with the county and Williamsport and some of whose descendants are still living here.

Churches and schools in Old Lycoming are well attended and educational advantages are of the best. In 1920 Old Lycoming had a population of 730. There are no towns or vil-

lages in the township.

Lycoming Township was erected from Old Lycoming December 2, 1858. It is the thirty-second in size and has 8,704 acres. It lies north of Old Lycoming and is bounded on the east by Lycoming Creek. The character of the ground is rolling and there is some good farming country. At an early day iron ore mines were developed and worked at several places but these have long since been abandoned.

Its settlement is bound up with that of Old Lycoming, such names as Hays, Quiggle, Grove, Knight, Hale and others

appearing frequently in the old records.

There is nothing especially distinctive about Lycoming Township and its two villages, Quiggleville and Perryville, are of the same character as those of many others of equal size in the county. Neither of them are United States postoffices.

Isaiah Hays was one of the early settlers and a man of considerable importance. He built a grist mill at Perryville in 1831. It was destroyed by fire in 1837. The old stone house in which Isaiah Hays lived is still standing and is one of the landmarks of the township. He left a number of children and his descendants had a marked influence on the future development of the entire county. In 1920 Lycoming County had a population of 460.

Lewis Township.—Lying along both sides of Lycoming Creek about fifteen miles from Williamsport there is a large stretch of territory, most of it mountainous, but containing much fertile land along the creek bottoms, known as Lewis Township. It was formerly a part of Hepburn and was erected in 1835. May 4, 1846, by reason of the long distance the inhabitants on the east side of the creek were compelled to travel in order to vote, a portion of Cascade Township was annexed to it. It is now the seventh in size in the county and contains 30,720 acres.

The great stream which runs through it has a history of great importance. Along it the first Moravian missionaries traveled, Conrad Weiser, the famous Indian interpreter, traversed its entire length, Colonel Thomas Hartley ascended it on his successful expedition against the Indians at Tioga Point in 1778 and the first railroad to be built in Lycoming County, and one of the first in the United States, followed its tortuous course. The mountainous section of the township forms the south escarpment of the Allegheny chain.

A. M. Slack was the first permanent settler at what is now Bodines. The name of Slack's Run was given in his honor to one of the streams entering into the larger creek. At the time of the building of the Williamson Road through the unbroken wilderness one of the most important depots for the storing of supplies was located at Trout Run, now in Lewis Township. James Kyle built a log house below Trout Run about the year 1805 and Robert Allen, the Apkers, Clendennins and Rileys came soon after. Robert Allen's son Hugh was a member of the famous expedition engineered by Aaron Burr on his illfated exploit down the Ohio and Mississippi rivers, but after leaving Cincinnati he was never heard of again. Aaron Burr was a friend of Charles Williamson, who built the Williamson road, and visited him at Bath. It is quite probable that he passed over the famous road as that was the only way of reaching that place at that time. He no doubt stopped at Trout Run, and it probably was here that Hugh Allen met him and was induced to accompany him on his traitorous expedition.

Robert Allen, another son of the original Robert, was the founder of the village of Trout Run and in 1828 built the Trout

Run House, a famous hostelry in its day, to which lovers of hunting and fishing from all over the United States came to indulge in their favorite sport. For many years this hotel was owned and operated by Charles Clendennin and after his death was run by his widow, known far and wide as "Aunt Martha Clendennin," and her fame soon extended to the limits of the state. She was a remarkable character in many ways and became one of the most popular women, as well as one of the most

capable, in the county.

The father of "Aunt Martha Clendennin" was Henry Hews, who bought a farm a few miles below Trout Run at an early day and opened a tavern. It was the only public house at that time between Williamsport and Elmira and between Williamsport and the Blockhouse, now Liberty. Hews was a man of strong character and was influential in the settlement. It was at his hotel that soldiers returning from the War of 1812 by way of the Williamson Road found shelter, and upon one occasion about forty travelers stopped at the tavern over night. It was afterwards learned that they were Joseph Smith and his band of Mormons who were proceeding from New York state to found a colony in the west. The Hews Hotel was also the changing station on the stage route from Williamsport to Elmira. Hews left several children, who also lived in the same section as their father and helped materially in the development of the country.

Another early settler was John Bodine, who took up land at what is now the village of Bodine, named in his honor. His son, Samuel Bodine, was one of the leading men in the community and was connected with the building of the West Branch Canal and the Williamsport and Elmira Railroad. For many years a large tannery was located at Bodine, operated by Robert Innes, and a tannery extract company, owned by Edward Lippincott, was established at Trout Run. At this time there are only a few industries of a minor character in the township, but there are several creameries on the line of the

railroad.

Trout Run is the principal village in the township, but it has lost much of its ancient glory when it was a famous summer resort and a stopping point on the Williamson Road. It, Bodine and Fields Station, are United States postoffices.

Lewis Township is well supplied with schools and churches and its citizens are of the highest character. It had a popula-

tion of 575 in 1920.

On the other side of the Bald Eagle Mountain from Williamsport, about opposite the borough of Jersey Shore, there nestles one of the most beautiful and fertile valleys in the entire state of Pennsylvania. It is known as Nippenose Valley and includes the whole of the township of Limestone in Lycoming County and extends for a considerable distance into Clinton County. It is surrounded by towering mountains on all sides which rise to an altitude of from six to nine hundred feet, with a border of low-lying hills of rounded shape, forming a sort of scalloped terrace. There are but two breaks in the mountain ridges, Nippenose Gap, leading out to Antes Fort, and Rauch's Gap, leading into Clinton County.

From a geological standpoint the valley possesses great interest from the fact that it has no running streams of water except in the extreme upper portion. The natural phenomena are great "sink holes" in the limestone floor which covers the entire valley. These sink holes are numerous and are of various shapes and sizes, some of them being perfectly round and others of a conical shape. The waters from the surrounding mountains sink into the ground at their base and emerge again in the outlet of the valley at Nippenose Gap, where they form the great spring which is the source of Antes Creek and flows thence into the West Branch of the Susquehanna River. Until very recent years there were no wells in the valley and the inhabitants had to depend wholly upon rain for their water supply, but now driven wells are sunk to a great depth, piercing through the limestone floor, and an abundance of the very best water is obtained.

The history of the valley is filled with interest. The earliest settlers were Germans who came up the river on flat boats, bringing their household goods and other belongings with them. They utterly ignored the rich lands lying along the river which were offered to them as low as one dollar an acre. Instead they crossed the mountain through what was then a dense and unbroken wilderness into a valley which presented little to attract the settler except the fact that the timber was of a stubby growth and hence the land could be more easily cleared. But these hardy German pioneers builded better than they knew. They supposed the land located in the valley was very barren, but when it was cleared up it was found to be of unsurpassed fertility owing to the limestone formation which underlaid it.

There was no standing timber on the land except a short growth of yellow pine intermixed with a luxurious growth of white thorn which had sprung up among the wreckage of fallen timber. Pine knots existed in such abundance that the settlers soon began to utilize them for the manufacture of tar and lampblack, which afterwards became an important industry. Persons living along the river on this side of the mountain often crossed over into the valley and secured large quantities of these pine knots for making torches to be used in "gigging" for eels and fish in the river at night. For many years there were no roads over the mountain, and the only ingress and regress to and from the valley were by the Indian trails. Wheeled vehicles were unknown, and all supplies from the outside, as well as produce from the inside, were carried on horseback or the heads of women, the latter being no uncommon method of transportation.

The first settler to establish a permanent abode in the valley was William Winsland, and his son, Joshua, was the first white child born there. Peter Pence, the celebrated patriot and Indian fighter, also located in the valley at an early day and died there in 1812. He was a member of Captain John Lowdon's company in the Revolutionary War, having enlisted in 1775 as

a recruit. The regiment was commanded by Colonel William Thompson and floated down the river on its way to the front to what is now Middletown on a raft. The regiment marched across the country by way of Reading, Easton and northern New Jersey, across the Hudson near West Point, thence through Hartford, Conn., to Cambridge, Mass., where it joined General Washington on August 8, 1775. Pence rendered distinguished service during the war and then returned to Nippenose Valley. Afterwards, in association with Moses Van Campen, Robert Covenhoven, Colonel Antes and others of like distinction, Pence proved one of the most valuable Indian fighters in this section during the dark and desperate days before the close of the Revolutionary War.

Another important personage among the early settlers was Jacob Philip Sallada, who came to the valley in 1811. He was of French extraction, his grandfather having been a native of Basale on the Rhine. Jacob Sallada was born March 1, 1788, in Dauphin County, Pennsylvania, where he lived until his removal to Lycoming County, where he soon rose to a position of prominence in the community. He was commissioned lieutenant and captain by Governor Snyder in the militia service during the War of 1812, but did not become actively engaged. He was a millwright by trade and soon after reaching his majority became a contractor on public works and built some of the most important improvements in the country. He constructed the first dam in the Potomac River above Washington City and the first dam at the outlet of Seneca Lake, New York. He built the first grist mill in Montoursville for General John Burrows, known as the "State Mill," in 1823, and assisted in the construction of the Shamokin dam in the river at Sunbury. He built a section of the West Branch Canal at Linden and the first grist mill and school house in Nippenose Valley. In 1824 he contracted to build a saw mill for some Philadelphia parties on Larry's Creek, and when they failed to pay him for his work he removed his family to that place and made it his home. He subsequently laid out the town of Salladasburg, where he continued to reside until the time of his death. Captain Sallada was a giant in size and of enormous strength. He weighed nearly 250 pounds. He left numerous descendants, among them the late Colonel Jacob Sallada, of Williamsport, and many of the family still reside in the county.

Limestone Township, which now includes nearly all of the Nippenose Valley, was erected from Nippenose and Wayne townships, now in Clinton County, on December 4, 1828. It was first named Adams, in honor of the second president of the United States. Subsequently the people became politically dissatisfied, and after a good deal of bitterness and bad blood had been engendered, the name was changed to Limestone by act of legislature of April 14, 1835. It is the eleventh in size in the county and contains 23,280 acres.

From what at first appeared to be one of the least attractive in the county, Limestone Township has become a veritable garden. No finer farms are to be found anywhere. The Nippenose apples are known far and wide, and large quantities are shipped every year all over the country as far west as Chicago. The valley is inhabited by the sturdy descendants of the German pioneers who climbed over the trackless mountain a century and a half ago and, by their own indomitable pluck and determination, have made out of what seemed a worthless barren one of the most fruitful valleys in the state.

Limestone Township is one of unsurpassed natural beauty. As one stands on the top of the mountain at the old Catholic Church where there is a grotto and shrine erected in honor of the Virgin, and lets his gaze wander up to the head of the walled-in valley, a scene of surpassing grandeur unfolds itself. There is no finer scenery to be found in this country, not excepting the rugged beauty of the Hudson nor the calm placidity of the St. Lawrence.

There are three flourishing villages located in Limestone Township. Collomsville, Oval and Oriole. In 1920 it had a population of 755.

### CHAPTER XVIII.

# TOWNSHIPS, CONCLUDED.

NIPPENOSE TOWNSHIP—SUSQUEHANNA TOWNSHIP—BASTRESS TOWNSHIP—WOODWARD TOWNSHIP—ANTHONY TOWNSHIP—COGAN HOUSE TOWNSHIP—PORTER TOWNSHIP—MIFFLIN TOWNSHIP—PIATT TOWNSHIP—JACKSON TOWNSHIP—WATSON TOWNSHIP—BROWN TOWNSHIP—CUMMINGS TOWNSHIP—PINE TOWNSHIP—MCHENRY TOWNSHIP.

Nippenose Township, which lies on the opposite side of the river from Jersev Shore, is one of the oldest in the county, ranking next to Muncy, and has a very interesting history. It is situated in a bend of the West Branch of the Susquehanna commonly called the "Ox Bow" from its resemblance to that important part of an ox team's equipment. It is the twentyeighth in size in Lycoming County, containing 9,820 acres, although at one time it was as large as some states. It adjoins Clinton County on the west and the river divides it from Jersey Shore borough. It was originally a part of Northumberland County and at the May sessions of the court held at Northumberland in 1768, it was erected into a township, being taken from a part of Bald Eagle and Upper Bald Eagle townships in Northumberland County. It comprised a vast scope of territory, out of which several townships in Center, Clinton and Lycoming counties have since been erected.

Settlers were early attracted to this section by reason of the extreme fertility of the soil and the unsurpassed beauty of the surroundings. There is no portion of Lycoming County that is more attractive. The township lies between the base of the mountains on the south and the river on the north and is pierced by a great gorge through which flows Antes Creek. The origin of the name Nippenose is not certainly known. By some it is contended that it is a contraction of the Indian words

"Nippe-no-wi," which meant an attractive and delightful location. By others it is asserted that the name was given to it because of the fact that a certain Indian chief lingering too long toward the winter period on one of his hunting expeditions had the misfortune to have his nose badly frostbitten and thenceforth became known to the early settlers as "Nippenose," and it was after this old chief that the township was called. In the absence of any conclusive proof, the former origin of the name is the more likely, as the country is all that the name "Nippe-no-wi" signifies—a warm, genial, summer-like place, surrounded by imposing mountains, peculiarly fitted for human habitation.

The first settlement was made as early as 1769, one Henry Clark being the first to make his permanent abode in the township. He was followed by the Sterretts, who occupied Long Island, in the river opposite Jersey Shore, and which down until the flood of 1889 was one of the most fertile spots in Pennsylvania. Col. John Henry Antes came next and settled in Antes Fort, built the stockade, a grist mill, carding mill, and just before his death erected a large brick house on the river bank, to which his son-in-law, Elias P. Youngman, subsequently removed from Mifflinburg and opened the first public house in the vicinity, known as "Nippenose Inn."

The settlers in that portion of the township known as the "Ox Bow" were Irish Presbyterians and possessed all the virtues of that sturdy old stock which left such a lasting impression on many of the early settlements throughout the state and indeed in the whole country. Among the first of these to come to Nippenose Township was James McMicken, in 1779. He was originally from Bucks County and purchased a large tract which came to be known as the "McMicken Farms." His oldest son, David, who was born in Bucks County, but grew to manhood here, became a very prominent man in the community, having served both as deputy sheriff and sheriff of the county. He was also very active in military affairs, having risen

through the various grades of captain, major, lieutenant-colonel and colonel to the rank of brigadier-general.

Among the other early settlers of importance was Charles Stewart, who was born in County Donegal, Ireland. He came to this country when a young man, settling first in what is now Dauphin County and afterwards in Cumberland County. He was attracted by the richness of the lands in the "new purchase," along the banks of the west branch of the Susquehanna, and came hither in 1783, purchasing 700 acres of land in Nippenose Bottom, lying in the great bend of the river nearly opposite Long Island and adjoining Jersey Shore Borough on the west. On this magnificent estate Charles Stewart lived for many years in considerable style, made many improvements on the farm and engaged in nearly all the important industrial enterprises of that day. He owned quite a number of slaves. whom he had brought with him from Cumberland County, and many of the descendants of these slaves are still living in Williamsport, as well as some of the descendants of Charles The late George W. Youngman, Esq., of Stewart himself. Williamsport, was a son of the Elias Youngman above mentioned.

Antes Fort is the only village in Nippenose Township, although Jersey Shore is just across the river. Antes Fort was never incorporated as a borough, although it is laid out with streets and alleys. It was first named Granville, but when the railroad was built through there, the name Jersey Shore station was given to it, and this has continued as the railroad designation of the place to this day. The name Granville soon dropped out of use and the place continued to be known as Jersey Shore station until in recent years the village has assumed the name of Antes Fort, which is also the name of the postoffice.

At the time of the building of the Philadelphia & Erie Railroad great difficulty was experienced at the deep cut just west of Jersey Shore station. This was the heaviest and most expensive piece of work on the line. The cut, which curves through a bench of the mountain, is 60 feet deep at one point, and is 2,200 feet long. Three hundred thousand cubic yards of earth were removed, at a cost of \$120,000. Two or three contractors attempted to do the work, but were compelled to give it up. Finally George Chapman and Sidney Dillon, who afterwards became one of the leading railroad magnates of the United States, undertook the work. They introduced a steam excavator, the first one ever seen in this section, and the work proceeded rapidly for some time. Then, in the winter of 1855, frost penetrated so deeply into the ground that blasting had to be resorted to. Then came the Crimean war and powder became so scarce that it could not be obtained. The contractors stuck to the work, however, in spite of the many discouragements and setbacks, and the work was finally successfully completed in the year 1857. Antes Fort is at present a flourishing little village in the center of one of the richest farming countries in this section of the state and enjoys a large measure of prosperity.

Antes Creek, which flows through the township, is three miles in length and is the outlet of the waters of Nippenose Valley, which sink beneath the limestone rocks underlying the soil. At the head of the valley the waters emerge in a great spring which is the fountain head of Antes Creek. The stream is large enough to drive a large woolen mill and a grist mill.

Nippenose Township has a population of 512.

Susquehanna Township.—Early in the year 1801 settlers were attracted to the rich lands lying along the south side of the Susquehanna River opposite what is now the Village of Linden, and Anthony Moore, Thomas and Andrew Miller, Alexander Beatty and others settled there. It is known as the "Upper Bottom," in contradistinction to the "Lower Bottom," on which Williamsport is located. Susquehanna Township is the forty-first in extent in the county, having 3,940 acres. The soil is a rich alluvial and makes very fine farming land, which

is almost wholly the occupation of the inhabitants. Samuel Wallis at one time owned almost the entire township. There are no industries of any kind and no streams flow through it. There is one postoffice, at Nisbet, established November 23, 1867, and the first postmaster was James Gibson. The schools are of an excellent character, and there is one church in the township, located at Nisbet. It had a population of 249 in 1920, which is one of the smallest in number in the county.

Bastress Township is one of the smallest in the county in point of area and the second smallest in point of population. It is the thirty-eighth in size, has an area of 6,400 acres and a population of 203. It was taken from Susquehanna Township by order of court December 13, 1854, and was named for Solomon Bastress, of Jersey Shore.

Bastress Township is located on the mountain top and slopes of the Bald Eagle range and would seem to give little promise of productivity, but the sturdy Germans who settled in it have been able to wrest a comfortable living from its soil. It was settled in 1838 by a colony led by Rev. Nicholas Steinbacher, a German Catholic priest. In 1840 a church was built in the southern part of the township far up on the mountain-side, from which one of the finest views in this section of Pennsylvania may be obtained. The church has a grotto cut out of the solid rock and a statue of the virgin. The congregation is large and prosperous. There are good schools in the township, but no other place of worship.

Woodward Township lies directly west of the upper boundary of the City of Williamsport and is the twenty-sixth in size and has an area of 9,600 acres. It lies along the river for its entire length and is included in the stretch known as the "Long Reach," and some of the finest farms in the State of Pennsylvania lie within its borders. The rest of the township, back from the river, is of a rolling character, but some of this land is very fertile. It was erected November 23, 1855, and was

named in honor of Associate Judge Apollos Woodward. The stream known as Quenoshogheny runs through it and many fine farms are located along its bottoms.

One of the first settlers in what is now Woodward Township was Bratton Caldwell, a name that is as indissolubly linked with the history of Lycoming County as that of Benjamin Franklin with the state. Caldwell settled on the disputed Indian lands between Lycoming and Pine Creek and became easily the leader in the settlement. He was one of the original "Fair Play Men" and often acted as a commissioner to settle disputes among the pioneers. He was also one of those who participated in the famous "Pine Creek Declaration of Independence," which was adopted under the spreading branches of the noble elm tree still standing on the bank of the stream. on July 4, 1776. Bratton Caldwell had a family of eight children, but all of them removed to the West with the exception of one. Another early settler of the region was John Bennett. He settled at Linden in 1785, and in 1798 opened an inn known as the Bennett House, the sign of the "Buck." It was a relay station in stage coaching days and a gathering place for the militia on military training days. It maintained its reputation for a long number of years as one of the best taverns in this section of the state, and as it was located on the main highway between Williamsport and Lock Haven, it enjoyed a large and lucrative patronage. The Hughes family was another one whose influence was widespread and their members were also included among the "Fair Play Men." There were also the Maffets, Griers and Wiers.

Linden is the only village, although there is a small settlement at Level Corner. A postoffice was established at Level Corner, April 18, 1832, with James Russell Barr as the first postmaster. It was subsequently removed to the tavern of William Maffet, a short distance further east, and later the name was changed to Linden. There are no better schools in the county than those of Woodward Township, and the church

accommodations are ample. In 1920 the township had a population of 763.

Anthony Township is an offspring of Old Lycoming and was erected September 7, 1844. It was named in honor of Joseph B. Anthony, then president judge of the county. It is the thirty-third in size and contains 8,640 acres. It lies directly north of Woodward and the character of the terrain is the same as those other townships in the vicinity, both rolling and hilly. It was part of the domain of the "Fair Play Men," and Brattan Caldwell, one of the leaders of that exceptional form of government, lived on Pine Run, which runs through it.

There are no towns in the township, but the schools and churches are of a high order. The population in 1920 was 374.

Cogan House Township is one of the most fertile sections of Lycoming County in the valleys and there are many fine farms and prosperous farmers. It is the sixth in size and contains 39,360 acres. It was organized December 6, 1843, and was named for Daniel Cogan, who was one of the first settlers on Larry's Creek. The surface of the country is rolling, with a small section mountainous. The old state road built in 1799 passes through it.

When Daniel Cogan came to the township he built a log house which became known far and wide as "Cogan's House." Hence the second appellation of the township. Larry's Creek and several tributaries pass through it, so that the region is well watered.

There are but two villages in the township, both of which are postoffices, White Pine and Cogan House. The former was established July 6, 1854, with Harford J. Perkins as first postmaster, and the latter December 21, 1854, with Charles Persun as first postmaster. There were others established during the ascendancy of the lumber industry, but all these have been superseded by the rural free delivery. There are good schools and sufficient churches in Cogan House Township, as there are

in all others in the county. The township had a population of 650 in 1920, from which it is seen that it is about as thickly populated as any farming section of the county.

Porter Township is the smallest in the county in point of area, having only 2,880 acres. It is named for David R. Porter, who was governor of the state at the time of its erection, May 6, 1840. It is bounded on the east by the Borough of Jersey Shore, on the west by Pine Creek, and on the south by the river. It is thus almost an island. The surface of the township is partly rolling, with steep, precipitous hills along Pine Creek.

Porter Township is historic ground and belonged to the "forbidden territory." It was governed in the early days by three "Fair Play Men" who were appointed for that purpose. It was completely depopulated at the time of the "Big Runaway," and some of the settlers who left then never returned. William McClure was one of those who did return. He was probably the first settler in what is now the township and was so pleased with the country that he made his way back after the great exodus. Among other early settlers were Thomas Nichols, Mohn McElwane, William and Jeremiah Morrison and Richard Salmon. James G. Ferguson was another prominent man in the early days who also served as an associate judge of the county.

One of the most influential men of the pioneer time was Dr. James Davidson, who lived a little below the mouth of Pine Creek. He was active in all the affairs of the township and served with distinction in the Revolutionary war, having first been assistant surgeon of a New Jersey regiment and afterwards surgeon of the Fifth Pennsylvania Battalion, and was one of those who took the "iron clad" oath of allegiance before Gen. Anthony Wayne on May 5, 1777. He was also in the battle of Eutaw Springs. After the close of the war he settled in Northumberland. He afterwards returned to Porter

Township, Lycoming County, and followed the practice of his profession for many years. He also served as an associate judge of the county. He left a numerous progeny, among whom was Asher Davidson, also a leading physician. Dr. James Davidson established the first burial ground in that vicinity along the bank of Pine Creek which has always keen known as the "Davidson Burial Ground" and is one of the oldest cemeteries in the county. Many of the early pioneers and those who took a prominent part in the stirring days before and after the Revolutionary war are buried there. James McMurray, who was a Methodist minister, was also another outstanding figure of the time. He was born in Ireland, came to this country, was converted and devoted the rest of his life to the preaching of the gospel and doing missionary work in the infant settlement, in which he was eminently successful. Porter Township has no industries, it being located too near Jersey Shore, to which most of the business of the township is directed. The burning of lime has been carried on to some extent, but this is all. There are no towns in the township, but Jersey Shore Junction, of the Fall Brook and Beech Creek divisions of the New York Central Railroad, is an important point. There are good schools and educational advantages are of the best. The population of the township in 1920 was 873. Part of the township is included within the limits of Jersey Shore, although not part of the borough organization.

Mifflin Township.—Another of the old original townships is Mifflin, erected in 1803. It was named for Governor Thomas Mifflin. At one time its territory was very extensive, but from time to time portions of it have been taken away to form other townships until now it is the eighth in size, with an area of 30,320 acres.

Mifflin Township has some fine farms, especially along the bottoms of Larry's Creek, which flows through it. Much of it is also mountainous. The territory embraced within the limits of Mifflin Township was originally included in that part of the

"Fair Play Men" and was under their jurisdiction.

John Murphy was the first settler who located there before the year 1790. In later years Anthony Pepperman came to the region and built a log house. He also built a sawmill about a mile below Salladasburg. Mifflin Township was well timbered with pine and hemlock, and lumber operations were carried on extensively while the timber lasted. In 1872 a disastrous forest fire swept through a portion of the township and two villages, Gould and Carter, were almost completely wiped out.

The mountains of the township have always been favorite hunting grounds and deer abound in quantities. Of late years many hunting and fishing clubs have been established within its boundaries. The Borough of Salladasburg is located in Mifflin Township and the only other town is Larryville, a few miles below. It is a small settlement, but has a United States

postoffice. The population in 1920 was 471.

Piatt Township.—Another township which was included in the disputed territory and was governed by the "Fair Play Men" was Piatt, erected April 30, 1858, out of part of Mifflin. It was named in honor of William Piatt, who was then an associate judge of the county. It is the thirty-ninth in size and contains 5,120 acres. The surface of the township is rolling and there are some fine farms, especially along that portion of it known as Level Corner.

The first settler was an Irishman, named Larry Burt, who located near the mouth of the present Larry's Creek, from whom it was named. Others who followed him were Simon Cool and Robert, John and Adam King. Cool was a soldier in the Revolutionary war and was killed by Indians in 1780. The Kings settled near what is now Level Corner, and Robert was also a soldier in the Revolutionary war. Another early settler at the mouth of Larry's Creek was Peter Duffy. He was an Irishman who had had a varied experience, at one time being

attacked by a pack of wolves near his home, and in defending himself with nothing but a stout stick contracted a cold which resulted in his death. The country at this time was wild and the only road was the Indian path up the river, and the task of getting supplies to the homes of the settlers was a difficult one. Peter Duffy's children built a tavern on the east side of Larry's Creek which became a famous place in its day and many noted people were its guests. It had a large portrait of General Jackson on the sign hanging outside, which always attracted a good deal of attention from travelers. The tavern was kept for some years by Mary Ann Duffy, who was a woman of very strong character. She kept a bar, with all kinds of strong drink for sale, and anyone of good repute while stopping with her could get one drink, but no more, and this rule was rigidly adhered to.

Another prominent settler was John Knox, a lineal descendant of the famous reformer of the same name, who came from Ireland. He built a grist mill at the mouth of the creek in 1779. Another prominent family was that of E. H. Russell, at a later day, from whom H. H. Russell, superintendent of the Pennsylvania Railroad at Williamsport, and his father, the late Maj. Evan Russell, were descended. The Thomas family was also another prominent one, as were the Riddells, who lived at Larry's Creek, and one of whom was sheriff of the county.

The splendid sweep of land lying in the bend of the river and known as Level Corner has had several residents who played an important part in the early history of Piatt Township. Among these was Isaac Smith, who was a leading Presbyterian and an elder in the church and a member of Congress from the district of which Lycoming County was a part. It was also for some time the residence of the famous scout and guide, Robert Covenhoven, who played such a prominent part in the early history of this whole section. There were also the Marshalls and Martins, all of them closely identified with the development of the township.

Larry's Creek runs through the middle of the township and the lands along its bottoms are of a very productive character

and are well tilled by a progressive lot of farmers.

The only village in the township is Larry's Creek, at the mouth of Larry's Creek, and a station on the New York Central Railroad. It was established as a postoffice in March, 1858, and James M. Blackwell was appointed the first postmaster. Religious meetings were held in the township as early as 1791 and there are now good churches and schoolhouses located at convenient places. Piatt Township has a population of 392.

Jackson Township.—In the extreme northern part of the county, adjoining that of Tioga, lies the Township of Jackson, which was erected in 1824, being taken from Lycoming, which then included all of the northern part of the county. It is the fourteenth in size in the county and has an area of 21,120 acres. It is well watered, several streams running both east and west into Lycoming and Little Pine creeks.

The surface of the township is generally rolling, but there are some good farming sections on the high ground in the

north. The southern part is mountainous.

Peter Sechrist was the first settler in 1811 and he was followed soon after by Jacob Beck, Daniel Beck and George Miller.

Education has not been neglected and good schools and ample church accommodations are found in the township. There is only one village, Buttonwood, a United States post-office, established August 29, 1872, with Henry Weaver, Jr., as its first postmaster. The township has a population of 363.

Watson Township lies at the western end of the county and is adjoined by Clinton County. It was taken from a part of Cummings in January, 1845, and was named for Oliver Watson, a leading attorney of his day and for many years president of the West Branch National Bank. It is the twenty-fourth in size in the county and contains 10,880 acres.

Pine Creek runs along one side of it and the Fall Brook branch of the New York Central Railroad passes through it. There are some fine farms along the creek, but the rest of the surface is hilly and mountainous.

The Tomb family is well represented in the township to this day and are descendants of Henry Tomb, the first settler of the section, who was a man of high character and left an indelible impress on the history of that portion of the Pine Creek Valley. Other early settlers were James Armstrong and James Mills.

An iron furnace was built some distance east of Pine Creek in 1817 and for many years the business of smelting ore, found in the immediate vicinity, was carried on. The ore was of an inferior quality, but by mixing it with a better grade a fairly good quality of iron was produced. The furnace passed through many hands and was operated for more than a score of years with varying success. One of the later owners of this furnace was Robert Kelton, whose son, John Cunningham Kelton, was for a long time adjutant general of the United States army.

Several United States postoffices were established in the township at various times, but these have since been abandoned and the people are now served by the rural routes out of Jersey Shore. Watson Township is well supplied with schools and churches and the educational and religious advantages are excellent. In 1920 it had a population of 180, the smallest number in the county.

Brown Township lies in the extreme northwestern part of the county and, in point of area, is one of the largest. It is the fifth in size and contains 41,560 acres. It was named for General Brown, who served with distinction in Canada during the Revolutionary war. It is almost a perfect rectangle in shape and lies 2,000 feet above sea level. The face of the country is wild and rugged, with towering mountains on each side of Pine

Creek, which divides it into two almost equal parts. The Fall Brook division of the New York Central Railroad traverses

its entire length.

Jacob Lamb is credited with being the first settler, and he was followed by William Blackwell, Andrew Gamble, John Morrison and Jacob Warren. The Tomb family also settled in what is now Brown Township. It was set off from Mifflin May 3, 1815, and is therefore one of the oldest of the townships which were erected after Lycoming became a separate county. In the early days the region of what is now Brown Township was a marvelous hunting and fishing section, and indeed it is to this day. It was also one of the centers of the lumber industry, as the mountains were covered with a magnificent growth of pine and hemlock. Numerous sawmills were erected in the township at various points and a great quantity of logs was floated down to the boom at Williamsport. There is very little farming land in the township, all of it being along the bottoms of Pine Creek and a little on the mountain plateaus. In the early days it was also a famous place for rattlesnakes. Indeed, they were so numerous that upon one occasion a party going up the stream found them in such quantities that they were compelled to spend the night in their canoe because no place could be found on the ground that was free from them. Daniel Callahan was another early settler, and he and his sons. became famous hunters, as were also many others of the original pioneers.

Several thrifty villages have grown up in Brown Township, notably Cedar Run and Slate Run, both of which are United States postoffices, the former being opened December 13, 1853, with Lucius Truman as the first postmaster, and the latter January 13, 1885, with Rosa C. Tome as the first postmaster. The schools and churches of the township are ample for the accommodation of the people and all of them are of a high character. The population in 1920 was only 275, most of it

located in the villages along Pine Creek.

Cummings Township is the third in size in the county and contains 41,600 acres. It was erected in 1832 from portions of Mifflin and Brown and was named for John Cummings, who was at that time an associate judge of the county. It is for the most part rugged and mountainous, although there are some good farms along the creek bottoms.

John English was probably the first settler. He and his brother, James, had served in the Revolutionary war and shortly after its close they came to Lycoming County. At that time what is now Cummings Township was an unbroken wilderness. Both these pioneers raised large families and left many descendants, some of whom still live in the township. The hills and mountains were covered with pine and hemlock at an early day and for many years lumbering was the only industry, although there are some fairly good flagstones to be found along Pine Creek, which runs through it, and iron ore was worked at one time to a considerable extent.

Waterville, at the junction of Big and Little Pine creeks, is a flourishing village on the line of the Fall Brook division of the New York Central Railroad. It is a United States post-office and was established February 23, 1849. It is the only one in the township, although at one time there were two others, one at Ramseyville and one at English Mills, but these places are now served by the rural free delivery. Michael Wolf settled at what is now Waterville in 1817 and left a numerous progeny, the descendants of whom have been prominent in the history of the county. There are good church and school facilities and in 1920 the township had a population of 215, a small number for so large a territory, but most of the township is too mountainous for habitation.

Pine Township.—January 27, 1857, Pine Township was organized from portions of Brown, Cummings and Cogan House. It was given the name of Pine on account of the heavy growth of pine timber on the mountains within its limits. It

is the largest township in the county in point of area and contains 48,640 acres, most of it mountainous, but there is some rolling country in the northern part which is well adapted to farming. There are some copper and iron ore desposits, but not in sufficient quantities to make their working profitable. There are also some good coal veins in the neighborhood of English Centre, but they have not been worked extensively owing to the lack of transportation facilities. The coal is of the bituminous variety and of good quality. The township is well watered, Little Pine Creek traversing it from north to south, with numerous tributaries.

The first settlement was made by John Norris, who located about twenty miles above the mouth of Little Pine Creek. Norris was a man of education and so was his wife. They established a young ladies' seminary in the wilderness and it was eminently successful. Many young women of the community who afterwards married well were educated at this institution. Among them were: Maria Davidson, daughter of Dr. James Davidson of Jersey Shore, the Revolutionary war surgeon; Elizabeth Burrows, of Montoursville, daughter of Gen. John Burrows, who afterwards married Tunison Coryell, of Williamsport; and Jane and Priscilla Morrison, both of whom married well. Pine Township was also the location of the "English Settlement," sponsored by Rev. John Hey, of Philadelphia, and which proved such a dismal failure. Other early settlers were the Moore and English families. A state road from Newberry to Painted Post passed through the township and for many years was a much-traveled highway. The Norris Seminary was located near it.

Oregon Hill, in the northern part of the township, is a flourishing village and is surrounded by a fine farming country high up on the mountain plateau. English Centre is the largest village in the township and was the home of the English family from whom it took its name and some of the descendants of the original settlers are still living there. It is a United States

postoffice and was established October 25, 1844. John M. English was the first postmaster. Pine Township is supplied with a number of churches and the school facilities are sufficient for all purposes. In 1920 the township had a population of 300.

McHenry Township is one of the later townships to be erected and was taken from a part of Cummings and Porter. It was organized August 21, 1861, and was named for Alexander McHenry, of Jersey Shore, a well known surveyor of his day. It is third in size in the county and has an area of 42,920 acres. There are some good farming lands along the bottom of Pine Creek, which runs through it, but most of the land is mountainous.

Notwithstanding the wildness of the region, it was settled early by such men as Claudius Boatman, Comfort Wanzer, Abraham Harris and others. Boatman came from the Buffalo Valley, where his daughter, Rebecca, was scalped by the Indians, but under the careful nursing of her mother she recovered. Boatman's wife was very useful in the settlement, as she was both a nurse and a physician.

Lumbering was the principal industry of the township until the timber became exhausted and a number of sawmills were operated along Pine Creek. There are no other business enterprises within the limits of the township. There are two small villages, Jersey Mills and Cammal, the latter a contraction of the name Campbell, and both are United States postoffices. Jersey Mills was established January 19, 1855, with Levi Gisk as first postmaster, and Cammal September 16, 1884, with James Lamison as the first incumbent. There are both good schools and churches in the township and the population in 1920 was 268.

# CHAPTER XIX.

#### BENCH AND BAR.

FIRST COURTS HELD AT JAYSBURG—WILLIAM HEPBURN FIRST JUDGE—JUDGE COOPER—OTHER EARLY JUDGES—LATER JUDGES—ASSOCIATE JUDGES—FIRST LAWYERS—LATER DAY LAWYERS—PRESENT MEMBERS OF THE BAR.

The first courts in Lycoming County were held at Jaysburg. Subsequently they were removed to the barn of Eleanor Winter, which was located at what is now the corner of Rose and West Fourth Street, a site that has played an important part in the history of this section. After a short time they were moved eastward, contrary to the general tendency of municipal expansion, and found a home in the Russell Inn, at the corner of East Third and Mulberry streets. William Hepburn, although not a man learned in the law, was appointed as first president judge.

After being held in the Russell Inn for a year or more, they were again moved to another inn on East Third Street known as the "Rising Sun." Only two sessions were held here and they were once more moved to a log house on the site of the present courthouse. This was probably in the year 1799. A portion of the building was also used as a jail. The courts were held in this building until the completion of the courthouse in

Judge William Hepburn was born in Ireland and came to this country when he was about twenty years old and settled in the West Branch Valley shortly afterwards. He was twice married and was the father of nineteen children. His first wife was Crecy Covenhoven, a sister of the famous scout, Robert Covenhoven, and his second wife was Elizabeth Huston, a sister of Charles Huston, who afterwards became a judge

of the Supreme Court of the state. Judge Hepburn was a man of very considerable ability and prominence and left a very decided influence for good on the infant community. He died June 25, 1821, aged sixty-eight years, in the old house which he built at the foot of Park Street.

The second president judge of the courts was Thomas Cooper, appointed March 1, 1806. He was an Englishman by birth and a man of deep learning, having been educated at Oxford University. He acquired an extensive knowledge both of law and medicine. He espoused the cause of the French revolutionists while still in England. For this he was expelled from the country and came to America and joined his friend, Dr. Joseph Priestly, at Northumberland. He was appointed to the bench by Governor Thomas McKean. While a man of great learning, he possessed an irascible temper and was in constant friction with the members of the bar. This finally became so intense that articles of impeachment were preferred against him and he was removed in 1811.

Judge Cooper was succeeded by Hon. Seth Chapman, who was appointed June 10, 1811, and continued to serve until October 10, 1833. He was a man of learning and ability, but neglected his work, and for this reason he also was impeached. On being tried, however, he was acquitted, but resigned immediately after the verdict was rendered.

Judge Ellis Lewis followed Judge Chapman, being commissioned October 14, 1833, and served ten years until January 14, 1843, when he resigned. Judge Lewis was one of the most eminent jurists that ever sat on the legal bench in the State of Pennsylvania, a man of profound learning who had a wide and varied experience in life. He had been a printer, physician, newspaper editor and lawyer. He brought to the position of president judge a ripe knowledge of the world and filled the office to the eminent satisfaction of the members of the bar and to all with whom he came in contact. He was subsequently appointed to the Supreme bench and became chief justice of

the Supreme Court of the state. His many decisions and opinions are models of perspicacity and clearness. He also served as president judge of the Lancaster district, was a member of the Legislature and attorney-general of the state. He was also a member of the commission appointed to revise the criminal code of the state and was the author of several legal works. He died at Philadelphia, March 19, 1871.

Judge Lewis was succeeded on the Lycoming County bench by Hon. Charles G. Donnel, who was a native of Lycoming County, having been born in Williamsport, March 14, 1801. He was appointed president judge January 14, 1843, having previously served as deputy attorney-general for the county. He died suddenly March 16, 1844, having served but a little over

Hon. Joseph B. Anthony was the next to fill the position, which he did with usual ability and satisfaction. He had previously served in the State Senate and was a member of the Congress of the United States for two terms. So popular was Judge Anthony that at his second election for Congress he carried every township in his district and every ward in every borough. Judge Anthony was a man of stern integrity, strong intellectuality and a great lover of amusements. He had a most genial and courteous personality and his popularity was

unbounded.

a year.

One of his daughters became the wife of Henry White, and their daughter, Josephine, married C. LaRue Munson and was the mother of Col. Edgar Munson, of Williamsport. Judge

Anthony died in office January 10, 1851.

James Pollock, who succeeded Judge Anthony in office, was another man of distinguished ability. He had a wide and extensive political experience and had filled several offices. He was a native of Milton and was appointed to the president judgeship on January 16, 1851. He filled out Judge Anthony's unexpired term of eleven months and retired December 1, 1851. He was afterwards elected governor of the state and served

one term of three years. He subsequently filled several other offices, among them two terms as director of the Philadelphia mint, and it was he who suggested to the Treasury Department at Washington the use of the legend "In God We Trust," which is now universally stamped on all United States coins. In 1851 the office of president judge in the state became elective and in the same year the districts were rearranged, Lycoming County becoming a part of the Eighth District, which was also composed of Northumberland, Centre and Clinton. The term of office was fixed at ten years.

Hon. Alexander Jordan became the first judge of this district by election. He was commissioned November 5, 1851. Judge Jordan was also a native of Lycoming County, having been born in Jaysburg May 19, 1798. He followed the business of a boatman until his family removed to Milton, where, after receiving a rudimentary education, he studied law and was admitted to the bar.

Judge Jordan had a varied experience. He served in the War of 1812 when only a lad and was for a time a deputy commissary. He clerked in a store and was deputy prothonotary both of Northumberland County and the Supreme Court of the state. In 1868, through the efforts of Peter Herdic. Lycoming County was made a separate judicial district and Judge Jordan was retained to preside over the courts of Northumberland and Clinton counties. B. S. Bentley was appointed judge of the new district by Governor Geary to serve until the next election. He then became a candidate for the full term, but was defeated by James Gamble, who became a judge. the next meeting of the Legislature a bill was passed attaching Lycoming County to the district of Tioga, Potter, McKean and Elk, and Judge Gamble found himself legislated out of office. He contested the legality of the act and the Supreme Court decided it unconstitutional. His tenure of office as judge was. therefore, confirmed and he continued to serve out his term. Judge Gamble was a native of Lycoming County, having been born in Jersey Shore, and before his elevation to the bench had served in the Legislature and two terms in Congress. He was a man of considerable ability and stood high in his profession. He was affable, courteous and pleasant and enjoyed

deserved popularity among the members of the bar.

Hon. Hugh H. Cummin succeeded Judge Gamble. He took his seat January 6, 1879, after a spirited contest the fall before in which he ran on a People's ticket. He served with credit until January 6, 1889. He was a man of distinguished ability and was known as the "business judge." Prior to his accession to office the dockets of the Lycoming County courts were about two years behind, but he had been in office less than six months when the business was brought up to date and a case could be entered and, if both sides were ready, could be brought to trial within three months. At the time of the Johnstown flood, in 1889, Judge Cummin, who had then retired from the bench, was appointed by Governor Beaver a member of the commission selected to take charge and distribute the funds raised for the benefit of the sufferers in that disaster. The strain of this work intensified the effects of an attack of diabetes from which he died on August 11, 1889.

John J. Metzger, who was defeated by Judge Cummin ten years before, succeeded him in 1889, after a bitter contest which was carried into the courts. Metzger had a plurality of only 44 at the general election and this result was challenged by his nearest competitor, B. S. Bentley. A commission was appointed to decide the issue, and after an enormous amount of work and the opening of the 59 ballot boxes in the county, Metzger was declared duly elected. The work of this commission was a heavy one and the testimony in the case contained 4,567 printed pages. Judge Metzger was an able lawyer and served with entire credit to himself and the county until

his death while still in office, September 27, 1900.

At the expiration of his first term of ten years he was reelected, receiving the nomination on both the Democratic and Republican tickets, and was opposed by H. T. Ames, who ran as a Prohibitionist. Metzger carried the county by about 3,000 plurality.

November 19, 1900, Hon. Max L. Mitchell was appointed by Governor Stone to fill out the unexpired term of Judge Metzger until the next election, which was held in November, 1901. Judge Mitchell was a candidate at this election, but was defeated by William W. Hart, who took office on January 6, 1902. Judge Hart, who had previously served as district attorney and was a lawyer of distinguished ability, filled out his full term of ten years, when he retired to private life. He performed the duties of president judge with conspicuous fidelity to his trust, as did his immediate predecessor, Judge Mitchell.

Judge Hart was succeeded by Hon. Harvey W. Whitehead, the present incumbent, on January 1, 1912. He served the full term of ten years and was recommissioned January 2, 1922, for another term of ten years, to which he had been elected in November, 1921. His present term will expire in 1932.

By the Constitution of 1790 provision was made for the appointment of not less than three nor more than four associate judges, and when Lycoming County was organized, William Hepburn, John Adlum, James Davidson and Samuel Wallis were appointed April 15, 1795. They organized with William Hepburn as president. Adlum resigned February 16, 1798, and Samuel Harris was appointed in his place. Wallis died in October, 1798, and in December John Fleming was named to fill the vacancy thus created. In 1803 the number of judges was fixed at three, and by the Act of February 24, 1806, it was reduced to two. Soon thereafter Judge Davidson retired, and this left the legal number of two.

The associate judges were originally appointed for life, but by the Constitution of 1838 their term of office was reduced to five years. Under the Constitution of 1872-1873 the term of office of president judge was fixed at ten years and the office of associate judge was abolished in counties composing a separate judicial district. The associate judges who served in Lycoming County were: April 15, 1795, William Hepburn, John Adlum, Samuel Wallis and James Davidson; 1798; Samuel Harris; 1798, John Fleming; 1821, John Cummins; 1823, Dr. Asher Davidson; 1841, Thomas Taggert and John Thomas; 1848, Thomas Taggert and Solomon Bastress; 1851, William Ellmaker and John Smith. In 1850 the office became elective and the following were chosen: 1851, Solomon Bastress and Apollos Woodward; 1856, C. D. Eldred and William Piatt; 1861, H. B. Packer and James G. Ferguson; 1866, John Smith and H. P. Lore; 1871, Huston Hepburn and W. P. I. Painter. With these officials the office was abolished. One of the last associate judges, Huston Hepburn, was a son of the first presiding judge, William Hepburn.

The first lawyers to settle in Williamsport after Lycoming was erected as a separate county were John Kidd, Robert McClure and Charles Huston. McClure came from Cumberland County and graduated at Dickinson College with Roger B. Taney, afterwards chief justice of the Supreme Court of the United States and author of the famous Dred Scott decision. Charles Huston was also a classmate. Kidd had come to the new county as an officer of the state to set the wheels of the courts and county offices in motion. He opened a law office in Jaysburg and can be said to be the first lawyer to practice in the county.

Charles Huston came to Lycoming County from Bucks, where he had studied law and was admitted to the bar. He was a man of great learning and while at college had been chosen as a tutor of languages. Taney was one of his pupils. After his removal to Williamsport he made a specialty of land title law and became an authority in this branch of his profession. He was subsequently appointed president judge of the fourth district and removed to Bellefonte. In 1826 he was appointed by Governor Shulze as an associate justice of the Supreme Court of the state.

John Rose and Andrew Tullock were among the first attor-

nevs who practiced at the Lycoming County bar and the latter built the first brick house in the town, which is still standing on Front Street. Daniel Smith was another early lawyer. was a man of much learning and enjoyed a large practice. was regarded as one of the most eloquent men of his time. names of Gilchrist, Levy, Carson, Reynolds and others appear frequently in the old records, but it is probable that they were non-resident practitioners. Adolphus D. Wilson was one of the early attorneys, as was also Charles Hall. Wilson served four years as deputy attorney general and Hall took active interest in public affairs, but did not give much attention to the law. He became the occupant of the Muncy Farms, formerly owned by Samuel Wallis, which was presented to his wife by her father, Robert Coleman, wealthy iron mine owner of Lebanon. There were many others, many of whom remained here for only a short time and did not become identified with the county in any particular way. One of the ablest of the early days of the county was George F. Boal, who was born in Muncy in 1811. He was a man of conspicuous ability and culture, filled the office of district attorney, was a member of the Legislature and served one term as prothonotary.

Among the lawyers of a later day who achieved distinction were William Cox Ellis of Muncy, Hon. Francis Campbell, Anson V. Parsons, James Armstrong, Oliver Watson, Robert Fleming and Hepburn McClure. William Cox Ellis was very active in the community. He was a man of learning and ability and a fluent speaker. He represented his county in the Legislature and his district in Congress. Francis C. Campbell, who came to Williamsport in 1812, at the age of 25, stood high as a lawyer and was a successful practitioner. He married a daughter of Judge William Hepburn and his family became a very influential one in the affairs of the county.

Anson V. Parsons was another able lawyer of that day. He came to Lycoming County in 1824 from Massachusetts and settled in Jersey Shore. He was appointed secretary of the

commonwealth by Governor Porter on January 22, 1843, and served one year. He afterwards served in the State Senate and was then appointed president judge of the Court of Common Pleas of Philadelphia. He was the author of the well-known textbook, "Parsons' Equity Cases," and was the father of Henry C. Parsons, a distinguished Lycoming County lawyer of a later date.

James Armstrong held an enviable position at the bar and built up a lucrative practice. He served for a portion of one year on the Supreme bench of the state by appointment of Governor Pollock.

Robert Fleming was a lawyer of distinction and served two separate terms in the State Senate and was a member of the Convention of 1838 which drafted the Constitution of that year. Among others of this period were Oliver Watson, who afterwards became president of the West Branch National Bank and served in that capacity for twenty-six years. Hepburn McClure, who was also postmaster of the city and prothonotary of the county; Huston Hepburn, who was a deputy sheriff, prothonotary, deputy prothonotary and one of the last associate justices.

Among the prominent lawyers of a later date were: Robert P. Allen, also a member of the State Senate; James W. Quiggle, a state senator and United States consul at Antwerp; Seth T. McCormick, a great-grandson of one of the original framers of the Constitution of the United States; Clinton Lloyd, who served one term as district attorney of the county and was chief clerk of the National House of Representatives at Washington for twelve years; H. C. McCormick, who was a member of Congress for two terms and attorney-general of the state under Governor Hastings; Henry C. Parsons, who was a member of the Constitutional Convention of 1872-1873; John J. Metzger, who was president judge of Lycoming County and also a member of the Constitutional Convention of 1872-1873; Charles W. Scates, who was a classmate of James Russell Lowell at Harvard, and tutor to the grandchildren of Joseph

Priestley, the discoverer of oxygen; Samuel Linn, who was judge of the Twenty-fifth Judicial District at Bellefonte; William H. Armstrong, a son of Judge James Armstrong. He was a member of Congress and United States commissioner of Railroads. Others of note were John W. Maynard, who was assistant law judge of the courts of Philadelphia and afterwards president judge of the Fifth Judicial District at Easton; Henry Johnson, who was a state senator and the author of the constitutional amendment which gave the Civil war soldiers the right to vote in the field and made the second election of Abraham Lincoln as President of the United States possible. Among others were: Aaron J. Dietrick, David Montgomery, Joshua W. Walbridge, R. J. C. Walker, afterwards a member of Congress from the district of which Lycoming County was a part; James M. Gamble, Verus Metzger, and Charles J. Reilly.

The present members of the bar from Williamsport are: Herbert T. Ames, the present mayor of the city; Marshall R. Anspach, William P. Beeber, Charles F. Bidelspacher, Addison Candor, John G. Candor, William W. Champion, Louise L. Chatham, Emerson Collins, William D. Crocker, Frank P. Cummings, Oliver J. Decker, William Russell Deemer, Rogers K. Foster, C. Edmund Gilmore, Charles F. Greevy, Chester E. Hall, Thomas H. Hammond, John A. Harries, Carl W. Herdic, Henry C. Hicks, A. M. Hoagland, William H. Holloway, Anthony R. Jackson, J. Fred Katzmaier, Otto G. Kaupp, Dan D. Kline, Don M. Larrabee, Seth T. McCormick Jr., Edward S. McGraw, Michael J. Maggio, George B. M. Metzger, Charles W. Mink, Max L. Mitchell, Edgar Munson, William E. Nickles. Elbert A. Porter, John G. Reading, Mortimer C. Rhone, John C. Rogers, George E. Sands, Carl A. Schug, Ira F. Smith, Clarence E. Sprout, Joseph R. Straub, Harry G. Troxell, Harvey W. Whitehead, Thomas Wood, John C. Youngman. Those from outside of Williamsport are: Wilson A. Evert, Montoursville: Ermin F. Hill, Hughesville; Robert K. Reeder, Muncy; William E. Schnee, Montgomery; John T. Hyatt, M. Edward Toner and Clyde E. Carpenter, of Jersev Shore.

### CHAPTER XX.

## THE MEDICAL PROFESSION.

THE FIRST PHYSICIAN IN THE VALLEY—DR. LATHEY FIRST TO LOCATE IN WILLIAMSPORT—OTHER PIONEER DOCTORS—THE OLD TIME DOCTOR—PIONEER METHODS—PRESENT DAY PHYSICIANS AND SURGEONS.

The first physician to come to the West Branch Valley was Dr. Benjamin Allison. He was connected with the militia in 1777 and for a time was stationed at Fort Muncy. How long he remained here is uncertain, but he never permanently settled in this section. He was a son of the famous Rev. Francis Allison, who became a large land owner at what is now Lock Haven.

Dr. James Davidson settled near the mouth of Pine Creek in 1790 and enjoyed a considerable practice for some time.

William Kent Lathey was the first physician to locate in Williamsport in 1798. He had previously practiced in the neighborhood of Muncy and was well known in that vicinity. He married a daughter of Samuel Wallis and afterward built a stone house at Pennsdale which is still standing.

Drs. Coleman and Rogers followed Dr. Lathey about the

year 1801, but little is known of either of them.

A young man named Dr. Willits followed Dr. Lathey and settled in Muncy, but remained there but a short time. He was succeeded by Dr. Thomas Wood, who was the ancestor of a long line of distinguished physicians. He came to Muncy in 1803 and immediately began the practice of medicine. He subsequently retired in favor of his nephew, Dr. Thomas Wood, Jr. He left a son who became a prominent citizen and represented his county in the Assembly in 1854. His son also became a physician and was a member of the Assembly in 1888. His son, Dr. T. Kenneth Wood, is also a practicing physician

at the present time and is president of the Lycoming Historical Society.

Dr. Edward D. Kittoe was an early practitioner in Muncy and was successful in his profession. Dr. Frederick Laselle, a French refugee, settled in Muncy Township early in the eighteenth century. He was a man of education and culture, but peculiar in his ways. Another of the old-time physicians was Dr. Asher Davidson, who settled in Jersey Shore in 1795. When a young man he attended school at Northumberland and frequently walked home, a distance of fifty miles. At that time there were only four or five physicians in Lycoming County and they were compelled to travel long distances to reach their patients. Dr. Davidson was a true type of the old kind of physician and attained considerable prominence in civic affairs. He was an associate judge of the county, as his father had been before him, and was a great favorite with all who knew him.

William T. Babb, who had been a student of Dr. Davidson, was an eminent physician of his day. After graduation, he served in the navy and then returned to Jersey Shore and entered into partnership with his old preceptor. At the beginning of the Civil war he was made assistant surgeon of the Eleventh Regiment Pennsylvania Volunteers, but died after a few months' service. Dr. Joseph Wood was another of the early Jersey Shore physicians but little is known of him. Dr. Lutson Reed was another physician of great promise who studied with Dr. Davidson, but he died after having practiced only a few years.

William Hepburn practiced for a few years in Williamsport but died early in life. J. Wesley Moore and Isaac McKinney also practiced in Jersey Shore for a few years.

Dr. James Taylor, Thomas Vastine and E. Baldwin were among those following the medical profession in Williamsport at an early day, as was James Hepburn, a son of Judge William Hepburn. There were also Drs. M. Green, Thomas Huston, Dr.

Seiler, Samuel Pollock, John Peale, George Hill and Dr. Shoemaker.

Among the prominent men of that time was Dr. Thomas Lyon, whose practice covered a period of more than sixty years. He married a granddaughter of the famous Dr. Joseph Prietley. Dr. Lyon was a physician of the old school and the work of his profession carried him to every part of the county, the trips usually being on horseback and covered distances as high as fifty miles in a single day.

Dr. John H. Grier practiced in Nippenose Valley for more

than fifty years.

Dr. John S. Crawford was a prominent physician of his day and was popular with all classes. He was killed at a rail-road crossing while hurrying to the bedside of a young lad who

had been accidentally shot.

Dr. Thomas Meckley was another successful physician who, after serving in the Civil war, located in Jersey Shore. There were many others of lesser note but it can be said of all of them that they maintained the highest ideals of the profession and practiced with credit to themselves and the community in which they lived.

The Homeopathic branch of the profession was represented by such men as Dr. Redman Coxe Jr., Drs. C. G. Reinhold, H. E. Reinhold, J. Max Reinhold, Hannah Reinhold, W. C.

Doane and Howard Cheyney.

Dr. William Rankin was a prominent physician of Muncy at a later day and had a large and lucrative practice. His son, James R. Rankin, is also physician of high standing and for many years enjoyed a large business in Muncy and Muncy Valley. He has practically retired but occasionally is called in consultation or in exceptional cases.

With the coming of the automobile the old-time physician has passed away but the memory of his unselfish devotion to his profession will continue to live. He was ready to go at any time of the day or night to answer the call of distress and the hardships were many and varied. There were few roads in those days and what there were could hardly be called roads as they were often impassable. The only safe mode of travel was on horseback and occasionally in what was called a sulky, which at certain seasons of the year could not be used at all.

The rides and drives from Williamsport frequently extended twenty-five miles up Lycoming or Loyalsock Creeks. Drugs were also scarce. There was but one drug store in Williamsport and physicians had frequently to send to Philadelphia for a supply, to be sure they were fresh. For these the physician had to pay cash, but was compelled to give credit to his patients. Money was scarce and fees exceedingly small. A visit in town was twenty-five cents, obstetrical cases in town or country five dollars. Being compelled to compound his own medicines and extract teeth, as there were no dentists in those days, gave the old-time physician little time to rest or sleep.

Bleeding, cupping and leeching were extra charges. Extracting teeth, if he was lucky enough to get any compensation at all was twenty-five cents and, having no anaesthetics and frequently very unruly subjects, which took up a great deal of time, made the work not only unprofitable but very disagreeable.

The old-time physician was of a type that will never be seen again.

The medical profession in Lycoming County has always ranked high as compared with that of other sections of the state and at the present time a number of eminent physicians and surgeons are practicing their profession in this county.

The official bulletin of the Lycoming County Medical Society lists these names as being in active practice in Lycoming County in October 1928; Joseph W. Albright, Muncy; Harold F. Baker, Muncy; William L. King, Muncy; James R. Rankin, Muncy; T. Kenneth Wood, Muncy; J. Frank Gordner, Montgomery; Alem P. Hull, Montgomery; Wilbur E. Turner, Montgomery; Daniel E. Kiess, Hughesville; G. Alvin Poust, Hughes-

ville; Carl C. Renn, Hughesville; Charles D. Voorhees, Hughesville; Irvin T. Gilmore, Picture Rocks; Frederick C. Lechner, Montoursville; Percy A. Bay, Jersey Shore; Lee M. Goodman, Jersey Shore; Charles L. Mohn, Jersey Shore; James W. Ritter, Jersey Shore; Frederick G. Sanford, Jersey Shore; Warren N. Shuman, Jersey Shore; R. B. Hayes, Jersey Shore; J. Frank Fleming, Trout Run; Albert C. Haas, Warrensville; J. Louis Mansuy, Ralston; J. Elmer Schaefer, Cogan Station; Abraham T. Walker, Collomsville; B. Myers Yost, Linden; and the following in Williamsport: Charles E. Allison, Charles B. Bastian, Robert C. Bastian, W. Clair Bastian, James D. Beach, Raymond J. Bower, Walter E. Boyer, Walter S. Brenholtz, J. Carlton Brown, James H. Burrows, John A. Campbell, Galen D. Castlebury, P. Harold Decker, W. Eugene Delaney, Harry J. Donaldson, George R. Drick, H. F. W. Flock, William H. Follmer, B. H. Hamner, Albert H. Hardt, John P. Harley, Herbert P. Haskin, Charles E. Heller, Mary Elizabeth Heller, J. Sydney Hoffa, La Rue Hoffman, George B. Klump, George S. Klump, John A. Klump, Leo M. Knauber, Ruth S. Kull, Wesley F. Kunkle, A. Rowland Kirch, Albert C. Lamada, Louis E. Langley, Charles A. Lehman, J. Gibson Logue, William P. Logue, Edward Lyon, John W. Mann, James S. Mosher, John B. Nutt, Thomas W. Raper, Peter C. Reilly, Robert K. Rewalt, Ella N. Ritter, George T. Ritter, H. Murray Ritter, William H. Rote, E. Lloyd Rothfuss, Paul A. Rothfuss, Frank E. Rouse, George L. Schneider, Charles F. Seaton, Carl H. Senn, Walter W. Senn, Clarence E. Shaw, Jesse A. Thompson, Harold L. Tonkin, Robert F. Trainer, Thomas M. West, Ernest Thornton Williams, Lloyd E. Wurster, Charles L. Youngman, Charles W. Youngman.

### CHAPTER XXI.

#### RELIGIOUS ORGANIZATIONS.

FIRST CHURCH SOCIETY—MISSIONARIES—REV. ISAAC GRIER—FIRST PRESBYTERIAN CHURCH ORGANIZED—SECOND PRESBYTERIAN CHURCH—FIRST
METHODIST CHURCH—EPISCOPAL CHURCH—LUTHERAN—BAPTIST—HEBREW—CATHOLIC.

The first church society to be organized in what is now Williamsport was in 1792 by the Presbyterians at Newberry. As early as 1746 David Brainerd, a missionary to the Indians of that faith, had visited this section and preached to the aborigines. There was a Presbyterian society formed as early as 1782 and it was attached to the Carlisle presbytery.

On June 19, 1793, a call to the Newberry, Pine Creek and Great Island churches was sent to Rev. Isaac Grier, which was accepted and he was ordained in April, 1794, at Carlisle. He filled these three charges until 1806 and then came eight years in which they had no regular preacher. In 1814 Rev. John H. Grier came to Lycoming County and took charge of the Great Island and Pine Creek churches and occasionally filled the pulpit at Newberry. James Cummings, James McMeens, Andrew and William Culbertson and Judge William Hepburn were attendants at the Newberry Church.

The original building was of logs but this was supplanted in 1817 by a stone edifice after the destruction of the first one by fire in 1815. In 1850 the congregation had grown to such proportions that the building was thought to be inadequate and a new one of brick was erected. This continued in use down to 1891, when the present structure was built. It is now known as the Lycoming Presbyterian Church and its pastor is Rev. Charles A. Underwood. It has a membership of 600.

The first Presbyterian church was organized February 23, 1833. Down to that time there was no church of this denomination in Williamsport, Newberry being a separate municipality. Occasionally a minister was secured to preach in the court house but otherwise the people below Lycoming Creek were compelled to attend services at Newberry. There were thirtyeight members in the original organization and for a few years they held services in the building now occupied by Reno Post G. A. R. From 1833 to 1837 the pulpit was filled by supplies but in 1837 a regular pastor was secured in the person of Rev. D. M. Barber. In 1841 the congregation erected a place of worship on Market Street at the corner of West Willow. It was destroyed by fire in April, 1849, immediately rebuilt and again in 1859 it was burned for the second time. Not discouraged by these two catastrophes, the congregation once more rebuilt it and this site continued to be used until 1884, when the necessity for a larger edifice became apparent and a lot was purchased on the corner of East Fourth and Mulberry streets on which the present building was erected. It has been enlarged and additions built several times since then. Its present pastor is Rev. David D. Burrell, D. D., and it has a membership of 950.

The Second Presbyterian Church was organized December 12, 1840. The membership comprised fifteen persons and the start was effected in the old stone church where the First church was organized, now occupied by the Immanuel Evangelical Lutheran Church on East Third Street. Being without a building, the congregation worshipped for some time in the court house but began the building of a church of their own in 1841 at the corner of West Fourth and Market streets. It was dedicated in October, 1843. It was so damaged by the flood in 1865 that it was torn down and a stone edifice erected on the same site. This building was dedicated January 23, 1867. The building was destroyed by fire February 14, 1897, and the lot was then sold to the Masonic fraternity and the present Masonic Temple was erected on the site. A new church edifice

was built by the congregation at the Corner of West Fourth and Center streets and the name changed to the Church of the Covenant. This was dedicated October 2, 1898. The congregation continued to worship at this place until 1893 when the church united with the Central Presbyterian to form the Covenant-Central Church and moved to the home of the latter on West Fourth Street opposite the Park Hotel. The building at Fourth and Center streets was sold to the congregation of St. Paul's Lutheran Church who still occupy it.

The Bethany Presbyterian Church was organized in 1891 and is in a flourishing condition. Its pastor is Rev. W. C. Watson.

Next to the Lycoming Presbyterian Church, if not of equal age in the matter of its organization, comes Pine Street Methodist Church. Methodism was introduced in what is now Lycoming County as early as 1791. In that year the first society of that church was formed in the cabin of Amariah Sutton which stood near the present location of the Cavalry Methodist Church at the corner of West Fourth and Cemetery streets. At that time there was no regular place of worship between Sutton's and Northumberland, a distance of nearly forty miles.

The first church, a log structure, was built on a lot at the corner of the present West Fourth and Cemetery Street which had been donated by Amariah Sutton years before. It is a tradition in the church that the famous Lorenzo Dow once preached in this old log church.

It was not many years before this that it became apparent that a church of the Methodist denomination was a necessity in the central part of the town as a large proportion of the congregation lived in that section. A small brick church was therefore built on the present location of the imposing Pine Street structure about the year 1832. It was not long before the congregation outgrew this building. The little church was torn down and another brick building erected on the same site

about the year 1850. This continued in use until 1910 when the present structure was erected. It also contains the parsonage of the church and is one of the most beautiful specimens of church architecture to be found in this section of Pennsylvania. The church has 1405 members.

The Newberry Methodist Church ranks next in age to the Lycoming Presbyterian and Pine Street Methodist. It was built in 1854, enlarged and improved in 1868 and completely rebuilt in 1898. It has a membership of 825.

Down to the year 1860 Pine Street was the only Methodist church within the borough limits proper. In that year some of the members, together with a number of Dickinson Seminary students, conceived the idea of forming another church and for this purpose a meeting was held in the chapel of the seminary. As a result of this meeting a new congregation was formed and a new church building started. It was finished and dedicated in 1863 and again in 1864 upon the completion of the tower. On August 24, 1868 it was completely destroyed by fire. It was promptly rebuilt and again dedicated in 1871 and a new bell hung in the belfry. But it was never rung. Almost coincidental with its rebuilding it was again destroyed in the great fire that devastated that district August 20, 1871. The work of rebuilding was again started without the loss of any time. It was completed and dedicated December 1, 1872. Nothing further happened to the church until June 6, 1876, when a violent windstorm demolished the spire and the bell was tumbled into the basement. The spire was never rebuilt. The church repaired in 1878 and remodeled in 1907. It is known as the "Seminary Church." It has a membership of 500.

The East Third Street Methodist Church was built in 1868, rebuilt in 1885 and in 1899 an addition was erected. It was remodelled in 1928 and a new organ installed. Its membership is 510.

In March 1776 a lot was set apart at the corner of West Fourth and Cemetery streets by Amariah Sutton for a church but a building was not erected until the year 1888. This location was historic ground, it being the site of what was known as the "Plum Tree Massacre" which occurred on June 10, 1778. A second church edifice was begun on this spot in 1923 but was not finished. In 1927 a project was started to make of it a community church because of its historical associations and funds were contributed for this purpose from people of all denominations. It was completed in 1929. Its membership is 580.

Grace Street Methodist Church, situated at the corner of Campbell and Grace Street, was built in 1880. Its members number 490.

High Street Methodist Church was erected in 1886 and rebuilt in 1889.

Market Methodist Church was built in 1891 and has 250 members.

The colored population of Williamsport also have one Methodist church, A. M. E. Zion.

It was not until the year 1841 that any serious effort was made to form an Episcopal congregation in Williamsport, but in that year one was organized, and in the following year, 1842, Christ Church was built. It grew rapidly and in 1869 it was found necessary to erect a new structure, which was done at the corner of East Fourth and Mulberry streets. Prior to that time the church was located on East Third Street between Mulberry and Basin streets in the building now occupied by the Immanuel Evangelical Lutheran congregation. It has a membership of 2,040 and is in charge of Rev. Hiram R. Bennett, D. D.

Soon after Peter Herdic began his exploitation of the western end of the city, the necessity for an Episcopal church began to be felt and he built Trinity Church in 1871 at the corner of West Fourth Street and Trinity Place at a cost of \$80,000 and presented it to the congregation. His father-in-law, Hon. John W. Maynard, contributed the chime of bells. It had a

rapid growth and today numbers 600 members and has for its rector, Rev. Charles E. McCoy.

All Saints Memorial Episcopal Church was built in 1893. It is located at the corner of Beeber and Scott streets and has a membership of 160. Joseph R. Clair is its rector.

St. Mary's Church, 910 Almond Street, has 140 members and Rev. Samuel H. Sayre is its rector.

While the Lutherans were early established in other parts of the county, the first church of that denomination to be erected in Williamsport was St. Mark's, on Market Street, near the river. It was erected in 1854 and rebuilt in 1892. Its members number 1,000 and it is in charge of Rev. Ira S. Sassaman, D. D.

St. Paul's is next in the matter of age, having been built in 1872 on William, between Third and Fourth streets. In 1923 the congregation sold its building on William Street and purchased the Covenant Church structure at the corner of West Fourth and Center streets, the latter church having united with Central Presbyterian in that year to form the Covenant Central. The membership of St. Paul's is 550 and its pastor Rev. George W. Nicely, D. D.

St. John's, corner of Grier Street and Memorial Avenue, was erected in 1882 and rebuilt in 1894. Its membership is 800 and its pastor Rev. A. W. Smith.

Evangelical Church of the Redeemer, at Tucker and Sherman streets, has 324 members and its pastor is Rev. C. H. Brosius.

There are also Immanuel Evangelical Lutheran, at East Third Street, between Academy and Basin, 235 members, pastor Rev. Henry M. Strub; St. Luke's, corner Elmira and Brandon Avenue, 335 members, pastor Rev. Harry W. Miller; St. Mathew's Evangelical Lutheran, 739 Pearl Street, erected in 1892, members 500, pastor Rev. Ira S. Sassaman, D. D.; Swedish Evangelical Lutheran Salem's Church, organized 1889, pastor Rev. Morton Parson.

The First Baptist Church was organized in 1854 and for a time worshipped in the court house. In 1857 Peter Herdic offered to donate a lot if the congregation would erect a building. The offer was accepted and an edifice was started at the corner of West Fourth and Elmira streets. Owing to financial difficulties it was not completed until 1860. Early in that year a violent windstorm partially unroofed the building and operations were suspended. The church was not fully completed until 1894 and was rebuilt in 1915. It has 750 members and its pastor is Rev. Burton C. Barrett.

The Central Baptist Church was organized in 1887. It is located at 100 Memorial Avenue, has a membership of 425 and its pastor is Rev. Ralph A. Mayberry.

Other Baptist churches are; Calvary, Washington Boulevard and Packer, membership, 339, pastor, Rev. William P. Haug; Beulah, 2104 Royal Avenue, Rev. George F. Owens, pastor; East End, 720 Washington Boulevard, Rev. Henry C. Way, Ebenezer, 527 Park Avenue, membership 150, Rev. Samuel James, pastor; Memorial, 2100 West Third Street, membership 460, pastor, Rev. E. R. Williams; Shiloh, 433 Walnut Street, number of members 150, pastor, Hugh H. Ficklin.

St. John's Reformed Church, corner Ross and Packer streets, was dedicated June 7, 1885. It has 400 members and its pastor is Rev. William C. Rittenhouse.

There are three Evangelical churches in the city; First, corner Packer and Ross streets, erected in 1895 and re-erected in 1923. It occupies one of the most commanding locations in the city. It has a membership of 802 and its pastor is Rev. J. H. Flickenstine; St. John's, 2100 Newberry Street, with a membership of 600. Its pastor is Rev. Grover C. Gabriel; St. Paul's, 1427 Memorial Avenue, members 330, pastor, Rev. N. L. Hummel.

The Hebrews have two synagogues, Beth Hasholom, corner Edwin and Center streets, membership 300, rabbi, Rev. Charles

Martinband; Orthodox Gemunde Oheve Sholam, 326 Edwin Street.

Among the early settlers of Williamsport were a large number of Germans, many of whom were Roman Catholics and as early as 1853 a church, known as St. Boniface, was organized with thirty families. A frame structure was erected on the present site of the church at 322-324 Washington Boulevard in 1854. This was the only Catholic church in Williamsport down to 1865. Several additions were made to the original edifice from time to time and in 1873-1875, the present structure was completed. Its membership numbers 450 families.

The Church of the Annunciation at the corner of West Fourth and Walnut streets was organized in 1865 and after various vicissitudes the congregation was amalgamated and the present imposing structure was erected in the early part of the year 1889 and on Sunday, May 5, it was dedicated.

It has prospered greatly since that time and today has the largest membership of any church in the city, 3,200. Its rector is Rev. John Costello, LL. D. with R. E. Larkin and J. A. Griffin as assistants.

The Church of the Ascension is located at 2101 Linn Street, Newberry and has a membership of 1,000. Its rector is Rev. James F. Gilloegly.

There is also the Holy Rosary Church at the corner of Arch and Lincoln streets, Rev. Thomas Misicki, rector and the Mater Dolorosa, 224 Market Street, Gerard Angio, rector.

There is also a representation of the Seventh Day Adventists in the city, 15 Seventh Street; the Christian and Missionary Alliance, 1700 Memorial Avenue; First Church of Christ, Scientist, 312 Maynard Street; Free Methodist, 413 Penn Street; Gospel Workers Society Mission, 340 Laurel Street, Italian Christian Church, 61 East Front Street; Salvation Army Citadel, 457 Market Street.

#### CHAPTER XXII.

#### MILITARY HISTORY.

PATRIOTISM BEFORE AND DURING REVOLUTION—CAPTAIN LOWDON ORGANIZED COMPANY WHICH JOINED WASHINGTON'S ARMY—OTHER COMPANIES
FROM THIS SECTION—TWO COMPANIES ORGANIZED FOR WAR OF 1812—
MEXICAN WAR—ORGANIZATIONS WHICH SERVED IN THE CIVIL WAR FROM
LYCOMING COUNTY—EMERGENCY TROOPS—SAWDUST WAR—TWELFTH
REGIMENT—RAILROAD RIOTS—SPANISH-AMERICAN WAR—MEXICAN BORDER—MILITARY ORGANIZATIONS.

Before the outbreak of the Revolutionary war, Lycoming County was a part of Northumberland, but its citizens were intensely patriotic, and as soon as the first gun was fired at Lexington and Concord they were eager to join the other colonists in their struggle for independence. The state had succeeded the proprietary government and as early as April 17, 1775, the settlers in the West Branch Valley began to organize for the fight that they knew was coming. company to be organized was that of Captain Lowdon, which was composed of expert riflemen. The company assembled at Sunbury and marched through Eastern Pennsylvania and New Jersey and thence into New York state. It crossed the Hudson near West Point, thence through Hartford, Conn., and on to Cambridge, Mass., where it joined Washington's army. Thirty of the men of this company came from the vicinity of Lock Haven and these from what is now Lycoming County: Samuel Brady, Robert Carothers, Thomas Kilday, Edward McMasters, Timothy Murphy, Peter Pence, John Robinson, George Saltsman, George Silverthorn, Henry Silverthorn, John Shawnee, a Shawanese Indian, John Smith, Arad Sutton and James Sweenev.

This company became a part of the Second Regiment of the Army of the United colonies and was under the personal com-

mand of General Washington. The company was composed of a sturdy set of men all of whom were dead shots with the rifle. At one exhibition on review a detachment of them fired their balls into an object seven inches in diameter while on a rapid advance, at a distance of two hundred yards. The company was also stationed on Long Island during the same year and participated in all the operations at that point. The men were mustered out on July 1, 1776. Many of them joined the battalion of famous riflemen commanded by Colonel Morgan and participated in the battle of Long Island.

The lieutenants of the "Associators and Militia" of that portion of Northumberland County now embraced within the limits of Lycoming County were: Samuel Hunter, William Wilson and Bernard Hubley, Jr. The first battalion was commanded by Samuel Hunter, with the rank of colonel; the second

by Colonel James Potter.

The Fifth Company of the Second Battalion had officers as follows: Captain, Cookson Long; First Lieutenant, William McElhattan; Second Lieutenant, Robert Fleming; Ensign, Robert Fleming, Jr. Sixth Company: Captain, Samuel Wallis; First Lieutenant, John Scudder; Second Lieutenant, Peter Jones; Ensign, James Hampton. Eighth Company: Captain, Harry Antes; First Lieutenant, Thomas Brandon; Second Lieutenant, Alexander Hamilton; Ensign, Simon Cole.

The full roster of Captain Long's company as reorganized later was: First Lieutenant, James Hayes; Second Lieutenant, Joseph Bonser; Ensign, Joseph Newman. The privates were: Robert Covenhoven, James Covenhoven, Ebenezer Cook, Peter Whykoff, George Barclay, Joseph Whykoff, William Jones, Peter Stryker, William Snodgrass, Joseph Gannon, Frederick Leefe, Cornelius Low, James White, Ezekiel Brown, Thomas Silverthorn, Thomas Johnston, Ebenezer Green, John Andrews, Alexander Fullerton, Joseph Gowan, Adam Wisner, James Ramsey, George Stechman, Samuel King, Matthew Cunningham, Michael Brown, Henry Dougherty, Johnston Chey-

ney, Benjamin Jordan, Samuel Blair, Ralph Slack, Joseph Hall, Edward Collopy, Joshua Napp, Philip Cotner, Henry Hill, David Richards, Robert Wilson, Abel Slaback, William Slaback, Henry Stryker, Patrick Donahue, John Muckilvaine, John Dunlap, John Williams, John King, Adam King, John Muckilear, Michael Seele, Peter Roddy, John Luce, Patrick Hughes, William Wyley, Andrew Donaldson, Thomas Clarke, Zephaniah Miller, James Van Camp, Richard Matlock, Cornelius McMickel, William Camel, Robert Fleming, John Reed, James McMickel, William Reed, James Dunn, John Kincade, Andrew Boggs, Robert Fleming, Jr., William Dewitt, Issac Reed, James Dunn, Barnabas Camel.

The roll of Colonel Hepburn's company which did not go out of the county and was stationed at Fort Muncy for a time was: Captain, William Hepburn; First Lieutenant, Paul Ricketts; Ensign, John Hall; Sergeants, Robert Covenhoven, Andrew Flatt; Privates, Joseph Wychoff, Israel Parshall, Jr., Joseph Sutton, Joseph Harber, James Covenhoven, George Barclay, Benjamin Bart, David Berry, Oliver Silverthorn, Samuel Brady, Samuel Wallis, John Covenhoven, Israel Parshall, Sr., William Hall, Erasmus Burch, Peter Burns, Albert Covenhoven, Cornelius Vanader, Robert Robb, Ezekiel Brown, Albert Polhemus, A. Blackly, Zachariah Irech, Charles Bignell, Ralph Slack, Joseph Webster, Jacob Lawrison, Peter Jones, Ockey, Stepison, Nimrod Pennington, William Jones, Henry Silverthorn, John Hollingsworth, Michael Craell.

When the war with Great Britain broke out in 1812 Lycoming County was not called upon to furnish any troops. The quota of Pennsylvania was fixed at 14,000 out of 100,000 to be raised. There were, however, two companies held in readiness, one at Muncy and one at Jersey Shore. They consisted of between sixty and seventy men. These companies were never called upon for service. There were a few from Lycoming County who went to Mexico independently, the only one being known, Robert Davidson, of Jersey Shore, who went out

as a lieutenant and was killed at the battle of Lundy's Lane. The companies held in reserve were not sent out because they were needed at home to defend the frontier just as was the case during the Revolutionary war.

There were no companies raised in Lycoming County for participation in the Mexican war but the following individuals went out; William Brindle, Samuel Shadman, John Shadle,

John Swain and John F. Meginness.

At the breaking out of the Civil war patriotism ran high and enlistments poured in to the authorities. As early as August 23, 1856, a crack artillery company, known as the "Woodward Guards," was organized and named in honor of Judge Apollos Woodward, an associate judge of the county and a prominent man of his day. The officers consisted of a captain and two first lieutenants and one second lieutenant and until the beginning of the Civil war this was Williamsport's leading military organization. The roster of the company follows: N. Hall, Andrew Klett, William A. McCann, M. L. Dunning, James H. Rutter, F. R. Griffith, H. S. Brown, J. W. Hays, John Teed, John R. Laird, Isaac Allen, E. V. W. Higgins, George Strayer, T. M. Rathmel, W. G. Geise, George P. Carman, D. B. Else, Edward Wilkinson, William Foulke, W. B. Wertz, Samuel Bubb, F. H. Butcher, E. Kilbourne, William Gheen, B. F. Green, H. Whittelsey, Jr., Alexander McFadden, William G. Elliott, D. S. Campbell, H. B. Winner, Thomas S. Rothrock, Thomas S. Doebler, Charles Nash, Jr., Peter Wolf, Mac Hepburn, John Bubb, Z. H. Lambert, James Calvert, John McIntosh, E. L. Titus, Joseph W. Mussina, George H. Jones, George Bubb, Thomas Wilkinson, Alfred Campbell, Emanuel Miller, John C. Dodge, Jr., W. Butler Beck, C. H. Butt, Michael Duval, D. W. Smith, Henry J. Lutcher, W. F. Johnson, Daniel Riley, Aaron H. Hinkle, Thomas Riley, H. C. Smith, Joseph Schlotter, Andrew Miller, Charles Cromwell, Charles G. Ephlin, E. L. Estabrooks, Melville F. Ephlin. The original officers were:

Captain, N. Hall; First Lieutenant, L. A. Klett; Second Lieutenant, W. A. McCann; First Sergeant, M. L. Dunning.

The company was composed of the best young men in the city and made a name for itself in military circles in both Pennsylvania and New York state. A large number became prominent in the War of the Rebellion and in civil life. W. Butler Beck became an officer of the regular army and was a graduate of West Point; Captain J. C. Dodge became Colonel of the Fifty-second Regiment, Pennsylvania Volunteers; J. W. Hays took the rank of Second Lieutenant of Cavalry in the Civil war; George P. Carman became a Captain; Thomas S. Doebler became an officer in the United States army; George H. Jones commanded a company of volunteers; James H. Rutter became vice president of the New York Central Railroad and many of the others served creditably in the ranks during the War of the Rebellion.

The company was the possessor of a twelve-pound Napoleon gun and when the news of the firing on Fort Sumter came the company decided to fire a salute in honor of Major Anderson, who had refused to surrender at the demand of the Confederate officer in command at Charleston. The men in charge of the gun went to the hill north of the city and, after firing one or two rounds, the piece went off prematurely and Sergeant Edward Wilkinson was killed and Private Bubb had his hand and arm so badly mangled that he was without use of them for the remainder of his life.

When it became evident that a civil war was unavoidable the patriotism and enthusiasm of the people of Lycoming County knew no bounds. They furnished troops in unstinted measure and the Williamsport women fed every soldier that passed through the city of Williamsport on the way to the front, with lavish hospitality. The "Woodward Guards" was one of the first three companies to leave for the front and they took with them the large and handsome flag which had been

presented to them by the man after whom the organization was named. This was the first flag to leave the county for the war.

The first companies that left Williamsport subsequently became a part of a regiment that served throughout the entire war. The three companies left for Harrisburg early in April and on the twenty-fourth of the month, just twenty days after Fort Sumter had been fired upon, were mustered into service, becoming part of a regiment of which Phaeon Jarrett, of Lock Haven, was colonel; Richard Coulter, lieutenant-colonel; William D. Earnest, major; F. Asbury Awl, adjutant; William H. Hay, quartermaster; William T. Babb, surgeon; H. B. Buehler, assistant surgeon.

Company A, the Woodward Guards, was from Williamsport and was officered as follows: Captain, John C. Dodge; first lieutenant, William B. Beck; second lieutenant, Frederick E.

Embick; first sergeant, Thomas E. Elliott.

Company D was also from Williamsport and its officers were: Captain, William B. Shant; first lieutenant, F. Asbury Awl; second lieutenant, John H. Price; first sergeant, William Fitzgerald.

Company G was recruited in Muncy and had the following officers: Captain, John M. Bowman; first lieutenant, William A. Bruner; second lieutenant, Joseph Catlege; first sergeant,

Benjamin F. Keefer.

These companies became a part of the Eleventh Regiment in the three months' service and at the expiration of the term the Eleventh became the first one to reorganize for three years. It became known as the "Eleventh Regiment Pennsylvania Volunteers" and saw hard service throughout the war, being in nearly all of the engagements of the Army of the Potomac. It was commanded by Colonel Richard Coulter.

Company D of the reorganized regiment was wholly from Lycoming County. The company officers were: Captains, John H. Knox, William E. Sees, John B. Overmyer, James Moore; first lieutenants, Jeremiah T. Saxton, James T. Chalfant, Enos

S. Hall, James R. Browne; second lieutenants, Edmund T. Tiers, Flavius J. Cross; first sergeants, George W. Kiehl, James H. Kyle, Charles W. Harmer.

Of the Thirty-third Regiment, known as the Fourth Reserves, Company E was recruited in Lycoming County, its officers being, captain, Francis X. Burger; first lieutenants, John Moyer, Louis Backer, Isaac W. Ranck; second lieutenant, Richard Fersbacher; first sergeant, Jacob Bay.

The Thirty-fourth Regiment, Fifth Reserves, contained one full company and portions of two others from Lycoming County. Company A was the first one from the county to enlist for three years. Its officers were: Captains, H. C. Ulman, Fountain Wilson; first lieutenant, J. Henry Shay; second lieutenants, D. Hays McMicken, J. Woods Russell; first sergeant, W. Hays Grier.

The First Rifles, better known as the "Bucktails," although not recruited from Lycoming County, had a number of members from this section, Companies A and C containing the following: Captain, E. B. Leonard; first sergeant, James A. C. Johnson; sergeants, William H. Ramsey, Samuel O. Millsworth, Furman F. Kirk; corporals, G. W. Fine, John McCann and thirty-two privates, only two of whom were with the regiment when it returned from the war, the others having been killed in action or transferred to other regiments.

The following from Lycoming County served in artillery regiments: Battery A, First, Reuben Norris, Henry Burkholder, John Burkholder, P. D. Burkholder; Battery B, John W. Henegan, John W. Corle, William Q. Cable, Thomas Casselberry, William Johnson, David Manly, John W. Phillips, John D. Rush, Thomas R. Hudson, George W. Green, William Bruner, John E. Haycock, George Hurst, Joseph Manly, Westly Phillips; Battery F, James Pidcoe.

The Forty-fifth Regiment made a splendid record in the war and had a number of members from Lycoming County. Its lieutenant colonel was James A. Beaver of Bellefonte, after-

wards governor of the state, and John B. Emery, now of Williamsport, was a member from Tioga County. Captain A. J.

Fessler was a member of Company K.

The Fifty-first Regiment, which immortalized itself by taking the stone bridge at Antietam under John H. Hartranft, afterwards governor of the state, also had a contingent from Lycoming County. The Sixtieth Regiment had 17 from this county; the Sixty-fifth, had 80; the Eightieth Regiment, 15;

and the Eighty-fourth Regiment, 109.

The Eighty-eighth, Eighth Cavalry, had one full company, G, from Lycoming County and a number of others were members of other companies. This regiment attained undying fame by its famous charge on "Stonewall" Jackson's infantry at Chancellorsville. Samuel Wilson, of this county, afterwards became lieutenant colonel of this famous regiment and was both wounded and captured in the service. James B. Denworth, John S. Howard, Charles Arrowsmith, Robert Oldham, Lemuel W. Jones, Thomas Arrowsmith, Robert C. Payne, John H. Price, Henry H. Garrett, John S. Howard, Thomas I. Greeg, Jackson McFadden, William F. Miller, Christian Kneass, John S. Hough, William S. Fisher, Frank H. Craft, William C. Cole and Henry McMillan were commissioned officers in this regiment from Lycoming County.

The Eighty-fourth Regiment also made an enviable name for itself. The gallant Milton Opp, of the lower end of the county, who was killed at the battle of the Wilderness, was its lieutenant colonel and the other officers from this section were Robert M. Flack, Charles W. Fribley, who afterward became colonel of the Eighth United States Regiment composed of negro troops, Jacob Peterman, John S. Farley, Luther B. Sampson, Harvey S. Wills, Thomas E. Merchant, Charles W. For-

ester and Joseph Moore.

The One Hundred and Sixth Regiment had a number of men from Lycoming County on its rolls and among them, Captain W. N. Jones; Captain Timothy Clark, first lieutenant, William V. Farr; second lieutenants, William Bryan and Clarke Whitmoyer. The regimental band was from Williamsport.

The One Hundred and Seventeenth, Seventh Cavalry, had one company, G, from Jersey Shore, whose officers were: Captains, Alexander H. McHenry, Robert Brown; first lieutenants, Aquilla Breach, John R. Smith; second lieutenant, James M. Antes.

Three companies were furnished by Lycoming County for the One Hundred and Twenty-first Regiment. Their officers were: Company G, from Williamsport; captain, Charles B. Davis; first lieutenant, James M. Wood; second lieutenant, George W. Jack. Company H was recruited at Muncy and had as its officers: Captain, Benjamin F. Keefer; first lieutenants, Robert S. Maxwell and De La F. Green; second lieutenant, W. H. Shoemaker. Company I was recruited and was officered as follows: Captains, William B. Shant, Frank T. Wilson; first lieutenant, James M. Wolf; second lieutenant, Albert D. Lundy.

The One Hundred and Eighty-third, which formed part of the famous Bucktail Brigade, had a number of men from Lycoming County, among them John D. Musser, its lieutenant colonel, who was killed in the Wilderness, and a number who served in its ranks.

The One Hundred and Sixty-third, Eighteenth Cavalry, had 22 from Lycoming County, including First Lieutenant David R. Foresman and Second Lieutenant Colonel Samuel H. Mc-\*Cormick.

The One Hundred and Seventy-seventh had Company A from this county, whose officers were: Captain, William H. Gosline; first lieutenant, Allen G. Dodd; second lieutenant, George Bubb; and D, whose officers were: Captain, Robert T. Knox; first lieutenant, Charles H. Thomas; second lieutenant, George W. Pierce; its major, John Power, was also from this county.

The One Hundred and Ninety-fourth had one company, A, from this county. Its officers were: Captain, George H. Jones;

first lieutenant, George W. Jack; second lieutenant, George Bubb.

Company F of the One Hundred and Ninety-fifth was recruited at Jersey Shore with John E. Potter as its captain, Samuel McPherran, first lieutenant, and Grant L. Keyser, second lieutenant.

The Two Hundred and Third had one company, I, from Lycoming County, with the following officers: Captain, Heber B. Essington; first lieutenant, Peter Ault; second lieutenant, Lorenzo D. Pott. The regiment's lieutenant colonel, J. W. Lyman, was also from Jersey Shore. He was killed at Fort Fisher. Company G, of this regiment, had as its officers, first lieutenant, F. F. Wheeler, and second lieutenant, Willard C. Blair. Company H contained Captain Charles E. Lyman and Second Lieutenant E. V. V. Higgins, all of this county.

The Two Hundred and Seventh contained a company from Lycoming County with officers as follows: Captain, James A. Carothers; first lieutenants, Allen G. Dodd, James E. Fry; second lieutenant, Charles A. Bryan. Captain Carothers and Lieutenant Dodd were both killed in front of Petersburg April 2, 1865, only seven days before the surrender of Lee. A son of Lieutenant Dodd, George A. Dodd, afterwards became a distinguished officer of the United States army. The following companies, recruited in Lycoming County for the militia in 1862 to guard against the invasion of the state, had as its officers the following: Third Regiment, Company K, Captain John Trout, First Lieutenant John D. Wallace, Second Lieutenant Henry C. Gage. Company B, Fourth Regiment, Captain Henry C. Parsons, First Lieutenant William Norris, Second Lieutenant Samuel B. Beck. Company G of the Fourth Regiment, Captain William A. Gosline, First Lieutenant Luther W. Green, Second Lieutenant Michael Duval. Company B of the Fourteenth had Captain Oliver H. Reighard, First Lieutenant Joseph Klasner, Second Lieutenant William Barnfield. Company I of the same regiment had Captain George Webb, First Lieutenant Isaac R. Drake, Second Lieutenant Edmund H. Russell. Company G of the Twenty-third Regiment had Captain Charles D. Eldred, First Lieutenant William S. Bly, Second Lieutenant William Vandyke. An independent cavalry company was also organized in 1862 and served for less than a month. The roster was: Captain J. H. Wonderly, First Lieutenant Robert M. Foresman, Second Lieutenant J. Walker Hays.

Upon the invasion of the state by the Confederates at the time of the battle of Gettysburg, a number of regiments of emergency troops were organized for special service and among these were the Twenty-sixth, one company of which was from Lycoming County. It was Company G and was officered as follows: Captain, Elias C. Rishel; first lieutenant, Ellis Bryan; second lieutenant, Monroe C. Warn. Company K of the Twenty-eighth Regiment was also from this county with these officers: Captain, Joseph W. Grafius; first lieutenant, Samuel C. Bryan; second lieutenant, James T. Wilson. The Thirtyseventh had a large representation from this county. John Trout was its colonel; Benjamin H. Keefer, lieutenant colonel; James M. Wood, major; Alexander Blackburn, adjutant; Jacob Follmer, quartermaster; Andrew H. Rankin, surgeon. Company B had Luther W. Green for captain; Peter Alt for first lieutenant and Lorenzo D. Pott, second lieutenant. Company C had Francis Trumbower, captain; Joseph Andrews, second lieutenant; Charles P. Crawford. Company E had, captain, De La F. Green; first lieutenant, William H. Shoemaker; second lieutenant, James Walton. The officers of Company G were: Captain, Thomas Bennet; first lieutenant, John F. Stevenson; second lieutenant, Aaron H. Hinkle. Company K of the Fortythird Regiment had as its officers: Captain, Perry M. Trumbower; first lieutenant, William Kitter; second lieutenant, Robert L. Barr. Henry W. Petrikin of Muncy was major of this regiment. Of the Forty-seventh Regiment there was one company and part of another from Lycoming County. Company B

had its officers from here: First lieutenant, William Menges. Company G was entirely recruited from this county with Joseph Klaesner as captain; James M. Wolf, first lieutenant, and John Miller, second lieutenant.

Company C of the Independent Cavalry served two months and Company C from Lycoming County was officered as follows: Captain, James H. Dove; first lieutenant, Robert Foresman; second lieutenant, George M. De Pui.

During the progress of the Civil War those who remained at home in Lycoming County did everything in their power to hold up the hands of the men in the fields and the women also performed their whole duty. An organization was effected by which soldiers passing through on trains were well fed upon arriving in Williamsport. Tables were provided and whenever notice was received that a train was coming, these tables were placed on Market and Pine streets from the railroad to Third Street and loaded with all good things that might tempt the palate of a hungry soldier. Physicians, too, met every train to render assistance to the sick or wounded and a regular organization was maintained for this purpose.

At the conclusion of the Civil War there was continued a sort of militia organization but it was such only in name. It was a top heavy body, with twenty-one divisions, each commanded by a major general, there were scores of brigadier generals, a countless number of colonels and a few privates. It was an absolutely useless body except to form a skeleton in case of the organization of a real military body in case of war or serious emergency.

Thus things remained down to the year 1872 when the saw-dust war occurred in Williamsport, after which an effort was made to form a regular military force that would be of some service and this effort was partially successful, but the legislature was not willing to appropriate a sufficient sum to enable the authorities to carry out their well formed plans. At this time there were three companies of infantry in Williamsport,

The Williamsport Grays, Captain Alfred H. Stead; the Scholl Rifles, Captain A. H. Shuler, and the Taylor Guards (colored), Captain John White. On August 21, 1874, the Twelfth Regiment was organized with Alfred H. Stead as colonel and the three Williamsport companies were attached to it, the other companies composing the unit being scattered over the northern part of the state. The regiment was appropriately named the Twelfth as a regiment of the same designation had been raised in this section during the Revolutionary War and became the Twelfth of the Continental line.

It remained for the railroad riots, of 1877, however, to awaken the authorities of the state to the paramount necessity of having a real military body that could be depended upon in case of need. Consequently the whole state militia was organized on a regular army basis in command of one major general. Under this plan the Twelfth was also reorganized into a regiment of eight companies commanded by Colonel Alfred H. Stead, with companies in Williamsport, B and D, and another, Company G, was afterwards added.

The first call to active duty of the Twelfth Regiment after its organization was at the time of the railroad riots in 1877. On July 21, of that year, Colonel Stead was ordered to hold his regiment in readiness to proceed to the scene of the disturbances. The Williamsport companies were quickly mobilized and on the morning of July 22 parts of A, B and D entrained and proceeded to Altoona. They had no ammunition but it was stated that this would be furnished them upon arrival, but it was not received until several days after their arrival. The detachment consisted of 80 men and they were put on guard at the roundhouse and in the railroad yards. Some of the mob attacked the troops shortly after their arrival and endeavored to take their rifles from them. In this encounter Captain David R. Foresman and one soldier were badly injured about the head.

Other companies subsequently reported for duty and they remained in Altoona without further molestation until August 9, when they were sent home.

Colonel Stead remained in command until 1888, when he resigned and was succeeded by Colonel Thomas W. Lloyd. He resigned the next year on his removal to Washington and was succeeded by Colonel James B. Coryell. Thus matters remained down to the breaking out of the Spanish-American War, the regiment having in the meantime served on riot duty at Homestead in 1892 and in the coal regions at Hazleton in 1897, at Shenandoah in 1900 and again at Shenandoah in 1902.

When the news of the sinking of the battleship Maine was flashed over the country on the morning of February, 1898, the people of Lycoming County were electrified into immediate action and steps were taken to avenge the murder of their fellow citizens. Colonel James B. Corvell was then in command of the Twelfth Regiment and he immediately began the work of recruiting the regiment up to war strength. Applications poured in from all over the county from young men anxious to get into the service in case of a war with Spain. By the time the act of Congress declaring a state of war existed between the United States and Spain on April 25, 1898, the regiment was practically in shape to take the field, but applications for enlistment continued to pour in. A few days later orders were received for the Twelfth Regiment to assemble at Mount Gretna on April 28. The regiment left Williamsport at midnight of the 27th and reached Mount Gretna the next morning, where it went into camp. It remained in camp for about a month, meantime being mustered out of the National Guard service in May, 1898, mustered into the service of the United States.

On May 19 the regiment was moved to Camp Alger, near Falls Church, Va., where it remained until August 2, when it was moved to Dun Loring, a short distance away, where sanitary conditions were thought to be better. Here the regiment was stationed until August 19, 1898, when it was sent to Camp Meade, Md., where it remained for ten days and then was ordered back to Williamsport for muster out on August 29.

While the Twelfth Regiment was not fortunate enough to be called into active duty, it was, nevertheless, ready at any time and was kept up to war requirements during the whole time of its duty at Camp Alger.

When the Spanish-American War broke out, applications for enlistment were so many that the authorities determined to form an additional company and this was done by mustering into the service Company I of the Twelfth Regiment. Its existence was short lived and, not being required in the war, it was subsequently consolidated with Company B and became Company D, which with two other companies formed a separate battalion. On August 7, 1899, Charles M. Clement, of Sunbury, was made colonel of the Twelfth Regiment to succeed Colonel Coryell, who had removed to Philadelphia. He remained in command until he was appointed major general of the state in 1910, when he was succeeded by Colonel William H. Follmer, who served as colonel of the organization until it was disbanded.

After the close of the Spanish-American War the whole national guard was reorganized on a basis growing out of the lessons learned in that struggle and an infantry organization known as Company D Separate Battalion was located in Williamsport. It was attached to the Third Brigade. It was officered as follows: Captain, George B. Konkle; first lieutenant, Edward P. Mackey; second lieutenant, Jackson M. Painter. The rest of the regiment was disbanded.

The company was ordered to the Mexican border and left Mt. Gretna, where it had been encamped, on October 5, 1916. It remained in the Federal service until March 21, 1917, when it was ordered home. It left on August 2, 1917, to join its regiment for service in the World War and on September 10 it was sent to Fort Hancock, Ga., where it went into training.

It embarked for service overseas on May 1, 1917, where it saw hard service and made an enviable reputation.

At about the same time that Company D was organized after the Spanish-American War, June 15, 1914, an artillery company was formed composed of Companies B and I of the Twelfth Regiment, which were consolidated into one company with Clarence L. Kiess as captain, John D. Andrews first lieutenant and John H. Ball and Norman R. Hill second lieutenants. It was ordered to the Mexican border in 1916 and remained there until 1917, when it was sent home and mustered out of the United States service. It was mustered into the World War service July 15, 1917, and mustered out May 16, 1919.

# CHAPTER XXIII.

#### THE WORLD WAR.

STATE OF WAR DECLARED—RECRUITING—FIRST IN SERVICE—BATTERY D
AND COMPANY D—FIRST LIBERTY LOAN—RED CROSS—FIRST MEN TO
LEAVE FOR SERVICE—HEAVY ENLISTMENTS—OVATION TO SOLDIERS—
FOOD ADMINISTRATOR APPOINTED—BATTERY D IN FRANCE—OTHER
LYCOMING COUNTY TROOPS IN ACTION—DECORATIONS FOR HEROISM—
SIGNING OF THE ARMISTICE—DISTINGUISHED SERVICE CROSS.

On the morning of April 7, 1917, it was announced in the Gazette and Bulletin, the only morning newspaper in Williamsport, that the Congress had declared that a state of war existed between Germany and the United States. Immediately, as the news spread abroad, a wave of patriotism and fervor began sweeping over Lycoming County and the city of Williamsport with ever increasing volume. The next day recruiting offices were opened at the army and navy stations in the government postoffice building and at the office of Captain William B. Reilly, commander of Battery D of the National Guard of Pennsylvania in the armory building on Pine Street.

Reno Post G. A. R. offered its services in any capacity and the manufacturing industries tendered their aid. Within two days the army and navy recruiting offices had accepted 124 out of 156 applicants for enlistment. The following day drill corps were organized at Dickinson Seminary and the Williamsport High School.

Among the first to get into the service were Carl Vanderlin, with the Princeton University unit; William H. C. Huffman, who left high school to join the aviation corps; Nicholas Galbraith, who enlisted in the cavalry; Dr. John B. Nutt, who was preparing to go over seas in the medical department; Sheldon

V. Clarke and F. Ralph Lehman, who were ordered to report at the Officers' Training Camp at Fort Niagara; and a few days later, Harold N. Gilbert and Harold Hopler received a similar notification.

Within a month hundreds of young men from all parts of the country had put on the olive drab uniform of the army or the royal blue of the navy and were ready to go overseas to serve their country. In the meantime the Repasz Band had appointed a committee for the purpose of securing volunteers to form a musical organization for military service. Battery D and Company D, the only two military organizations then located in the city, were rapidly filling up their ranks to war strength and the spirit of all citizens of Lycoming County was running high. The Red Cross got into action and one of its first requests was for contributions of tobacco for the men in the service.

The Williamsport banking institutions as well as those in other towns in the county quickly swung into line and subscribed \$695,000 to the First Liberty Loan and the Red Cross began work to raise the county's quota of \$100,000,000 assigned for the national body. About the same time the registration board for the draft had been appointed by the governor and consisted of Mayor Archibald M. Hoagland, Mortimer C. Rhone and Dr. Charles W. Youngman. Voluntary enlistments continued at a rapid pace and man after man was accepted and sworn into the service, and later came the announcement that Lycoming's quota of men registered for the draft had been filled and numbered 6,647, of which 2,965 were from Williamsport.

Williamsport's final subscription to the First Liberty Loan amounted to \$1,600,000, which put it away over the top. The Red Cross quota for the first drive for funds in Williamsport was \$75,000 and the subscription was \$90,000. The same results were achieved all over the county. In every town which had a quota of the Liberty Loan and the Red Cross funds

assigned to it, the total far exceeded the amount it was asked to raise.

Meantime letters began to sift through from those who had arrived in France and these served to stimulate the enthusiasm and enlistments continued to pour in to both the army and navy offices and those of the two military companies.

Lycoming county's quota in the first draft was 378 with only 60 to be taken from Williamsport, due to the number of enlistments previous to the drawing.

On July 29, a farewell service for the first men leaving for the war was held in Brandon Park which was attended by fully 8,000 people. Many of the ministers of the city churches made addresses as did Hon. Harvey W. Whitehead, president judge of Lycoming County and Hon. Archibald M. Hoagland, mayor of Williamsport. The local chapter of the Red Cross during the month of July forwarded to New York City 14,369 articles, the largest shipment since the war started.

In the meantime a motor truck company had been organized by Lieutenant J. Fred Mackey and on August 6 it was given a rousing send-off as it entrained for Mount Gretna, the general mobilization point for Pennsylvania troops. pany was marched to the station, headed by the Imperial Teteques Masonic Band, with Baldwin Commandery, Knights Templar, Company D, Battery D, Civil and Spanish-American War veterans and the Sons of Italy as an escort. Just three days later Company D was given a similar farewell as it left for Scranton, its mobilization point. Fully 5,000 people gave the company a continuous ovation as they marched to the point of embarkation at the Market Street station of the Pennsyl-The company was commanded by Captain vania Railroad. George B. Konkle and Lieutenants Walter Swartz and R. L. Keck were the subordinate officers. Battery D was also awaiting orders to move which were expected at almost any moment and was becoming impatient.

Meanwhile enlistments continued to be received at both offices established for that purpose and these greatly reduced

Lycoming County's quota in the selective draft.

Finally the time came for the departure of the last organized military body in Williamsport Battery D, on August 30, when it left for Camp Hancock at Atlanta, Georgia. One of the greatest demonstrations the city has ever seen accompanied its departure. Thousands thronged the streets as the artillerymen marched to their train at the Reading station. Veterans of the Civil and Spanish-American wars, Baldwin Commandery, Knights Templar, the Williamsport Rotary Club as well as Red Cross workers escorted the 195 members of this fine organization to the train and wished them God speed. The battery was commanded by Captain William B. Reilly and Garrett Cochran was first lieutenant.

The biggest ovation of the entire war came, however, on Saturday, September 15, when nearly all of Williamsport turned out in a patriotic parade and ceremony in honor of the drafted men who were soon to be called to the mobilization camp. Fully 12,000 of the city's 45,000 people were in line and the balance of them were on the sidewalks watching the spectacle. Captain Edward L. Taylor was chief marshal of the parade, which included Civil and Spanish-American War veterans, home guards, Boy Scouts, Red Cross workers, fraternal organizations. Closing exercises were held in Brandon Park, with Hon. Emerson Collins as the speaker.

The first contingent of drafted men left Williamsport for Camp Meade, Maryland, on September 19. There were 107 in the detachment and notwithstanding the fact that their departure was scheduled for early in the morning at least 2,500 people gathered at the railroad station to see them off. During this period the National Guard units from Williamsport were undergoing hard training at Camp Hancock to fit them for duty overseas with the famous Twenty-eighth, or "Iron Division," of which they afterwards became a part.

Lycoming County also sent to the front many of its young physicians and the navy was being augmented by many enlistments from Williamsport and the rural sections. Five months after war had been declared it was estimated that 1,000 men from Lycoming County had joined the colors, about fifty of them being officers.

Williamsport had by this time settled down to a regular war time routine, Liberty loans, Red Cross calls and the departure of drafted men followed in quick succession and to all the calls the county and city responded with patriotic enthusiasm. There was not a Liberty Loan drive or Red Cross call in which Williamsport and all the towns in the county did not go over the top.

In the meantime soldiers from Lycoming County were being sent across seas with continuing regularity and the letters from those at the front told of their needs and these were promptly supplied by the "folks at home" and when Christmas came enough presents were sent abroad to supply every soldier who had gone from the county.

In December Brua C. Keefer was made food administrator for Lycoming County and entered upon his duties with vigor and efficiency. Enlistments continued to come in rapidly and the whole population was saturated with war fever, and plans were being laid for the recruiting of a company of reserve militia for duty at home in case of emergency. A company of Pennsylvania state defense police was organized and equipped by the commonwealth, a Council of National Defense, composed of leading citizens, was formed, and a strict espionage kept on persons of doubtful loyalty.

The winter passed without any untoward incidents except a coal strike which made things a little unpleasant in Williamsport for a time. With the coming of spring interest in the operations in France was revived as hopes of something decisive were aroused. On June 3, 1918, word was received that Battery D had arrived safely on the other side and would soon be prepared to go into action. Then came the news of the action at Chateau Thierry which brought consequent rejoicing. By the first of July practically every unit in the Seventy-ninth Division, which contained many of the drafted men from Lycoming County, had left Camp Meade, Md., and had gone "across."

Battery D was in the thick of the fighting between Soissons and Chateau Thierry and Captain Edward P. Mackey, a Williamsport boy, was commended for extraordinary bravery.

Decorations for heroism were now being awarded to Williamsport boys, including Lieutenant Allan Wilson and Captain Edward P. Mackey, who were given the Croix de Guerre, and Douglas Smith was awarded the Italian war cross. Many others were reported later.

The summer wore on with varying news from the front and then November 11 came with the news of the signing of the armistice. It was then that Williamsport staged the most remarkable demonstration in all its history. The entire population turned out en masse to celebrate the event. The whole city was delirious with joy and an impromptu parade was formed which marched over the principal streets. The outpouring was spontaneous and there was no attempt at trying to keep order. As the line of march passed up the street, people lining the sidewalks fell into the procession, which was gradually augmented like a great snowball growing larger and larger as it progressed until at last probably every man and woman in the city who could walk was in line. Fire sirens shrieked out the joyful news and factory whistles which could be heard twenty miles away added to the din. The spontaneity of the demonstration gave it a character which was absolutely unique.

Lycoming County did her part fully and well during this great conflict and every one of her soldiers so far as is known

acquitted himself with honor and 132 men and women gave their lives in the great conflict or as a result of it.

Three Lycoming County young men received the Distinguished Service Cross, the highest decoration given by the United States government. These were: Lieutenant Sheldon V. Clarke, Ninth Balloon Company, of Williamsport; First Lieutenant Harold N. Gilbert, of Williamsport; Sergeant Lewis C. Bobb, Company K, One Hundred and Ninth Regiment, of South Williamsport, and Sergeant D. H. Lockhart, Company C, Second Field Battalion, Signal Corps, of Muncy. Lieutenant Clarke was also awarded the French Croix de Guerre and First Lieutenant John H. Ball, of Battery D, Williamsport, was awarded the Belgian Croix de Guerre.

# CHAPTER XXIV.

# WILLIAMSPORT.

COUNTY SEAT RIVALRY—JAYSBURG AND OTHER ASPIRANTS—WILLIAMSPORT SELECTED—FIRST LOG BUILDING USED FOR COURT—LOG COURT HOUSE BUILT IN 1804—RUSSELL INN FIRST HOUSE ERECTED IN WILLIAMSPORT—LOT FOR COURTHOUSE DONATED BY MICHAEL ROSS—OTHER BUILDINGS ERECTED—EARLY DAY TAVERNS.

Immediately after the organization of Lycoming as a separate county steps were taken to select a county seat. Three places were applicants for the honor, Dunnsburg, in what is now Clinton County; Jaysburg, lying south of the present Newberry at the mouth of Lycoming Creek, and Williamsport. Jaysburg was the oldest of the three and was the most favorably located as far as the topography of the ground was concerned.

The first settler in Jaysburg, about the year 1773, was Joseph Haines, who made some improvements and built a log house. He was followed by William Paul, after the land had been acquired from the Indians, who made application in 1785 for a tract which was named "Pleasant Grove." This land was sold to Abraham Latcha in 1787, whose son, Jacob Latcha, subsequently became possessed of it upon the death of his father. He it was who had the town laid out in the year 1795 by William Ellis. He gave it the name of Jaysburg. It was not as old as Newberry but the owners of the land immediately began to boom it as the coming county seat. It had been laid out in lots with a frontage of 52 feet and a depth of 208 feet. Streets were named respectively Water, Second, Third, Fourth and Fifth, running east and west, and Market and Queen, running north and south. The alleys were named Church, Rising, Pine, Court, Strawberry and Spruce.

Lots were sold at from fifteen to twenty pounds sterling and buildings were hastily erected so as to make as good a showing as possible when its claims came to be considered. John Dunlap opened a tavern and shops and stores were started. On August 13, 1795, John Cummings and John Stewart bought a lot on which to erect a school house. Rooms for a jail and court house were set aside and the courts were established in the town. Everything looked rosy for the selection of Jaysburg as the county seat.

But there was another formidable claimant for the honor a little further down the river. On April 3, 1769, Paul Weitzel made application for 266 acres of land which lay on that portion of the present city of Williamsport below Penn Street. The warrant, however, was issued to Thomas Grant and he later received the patent.

The Michael Ross tract adjoined Grant on the west. It was originally applied for by George Gibson and passed through several hands before the patent was finally issued to Michael Ross. The tract was called "Virginia." It extended from Penn to Hepburn Street, north to what is now Brandon Park and south to the river. It was on a part of this land that Williamsport was subsequently laid out by Ross.

Another tract lying west of that owned by Michael Ross was applied for by Robert Galbraith, April 3, 1769, and was called "Mount Joy." Turbutt Francis bought his claim March 27, 1770, and the patent was issued to him. The widow of Francis sold it after his death and after passing through several hands it came into the possession of John Hollingsworth. It was composed of 300 acres.

The fourth tract laid west of "Mount Joy" and extended to what is now Susquehanna Street. Robert Galbraith had applied for it under the name of "Deer Park," April 3, 1769, and a patent for it was issued to Turbutt Francis, May 1, 1777. It also became the property of John Hollingsworth. These two tracts covered all that portion of the present city of Wil-

liamsport lying between Hepburn and Susquehanna streets and they were the oldest covering any portion of what is now Wil-

liamsport.

On March 4, 1794, Hollingsworth exchanged these two tracts for 600 acres of land owned by Charles and William Hepburn in what is now the borough of Montoursville. This subsequently became as the Charles Lloyd farm called "Fairview," Lloyd having married a daughter of John Hollingsworth. William and Charles Hepburn afterwards made amicable partition of their lands, William taking that part lying west of Campbell Street and Charles that portion between Hepburn and Campbell.

The territory lying between Susquehanna and Campbell streets was known as "Orme's Kirk." It was patented to Richard Peters on August 11, 1772, and contained 579 acres. Peters sold it to Turbutt Francis, November 23, 1772, and it subsequently became the property of Hawkins Boone, who was killed at the battle of Fort Freeland and his administrators sold it to William Winter. It passed through several other hands and eventually became the property of Robert Grier, a justice of the supreme court of the United States, and was known as the "Grier Farm."

Amariah Sutton also became the owner of a portion of "Orme's Kirk" by purchases from Turbutt Francis, Janu-

arv 19, 1775.

On the western side of Lycoming Creek above what was the town of Jaysburg, John Sutton, a nephew of Amariah, was the first owner of the land. He settled there in 1772 when it was still known as "Indian Land." He was driven out by the Indians and before his return squatters had settled on the land and claimed it. Sutton appealed to the "Fair Play Men" and a committee appointed to pass upon the respective claims decided that Sutton was entitled to the land. This finding was afterward confirmed by a board of arbitrators. Sutton then secured a patent from the commonwealth dated September 6, 1786.

This was the beginning of what is now Newberry. The original grant to Sutton was for 300 acres including the improvements.

In 1794 Sutton employed William Ellis to lay out the town. This was done and the original draft shows that it contained streets and alleys. The two main streets were Market and Diamond and were each fifty feet wide. The sale of lots began immediately. William Ellis and Flavel Roan each bought one and the sale of other lots is recorded, so that, for that early period, he seems to have done a good real estate business. George Slone opened the first tavern in the town in 1795 and at once began to do a thriving business. It became a popular place of resort and was frequented by many of the leading men of the day. Whiskey was sold at 11 cents a gill. The old tavern was burned in 1817 but so badly was it missed that all Slone's neighbors turned in and helped rebuild it.

This was the situation at the time it became necessary to select a site for the county seat and the people of Jaysburg had every reason to believe it would be chosen. It was well located, the town had been laid out, buildings and stores had been erected, a tavern for the accommodation of strangers and travelers had been built and the courts were already established there. There seemed to be nothing more to it but for the commissioners appointed to select a site to put their names to a report recommending its selection. It was the first village west of the settlement at Muncy.

But when the commissioners arrived they found great contention had arisen. They were beset by another set of men who urged them to locate the county seat further down the river at what is now Williamsport. This movement was started by Judge Hepburn. He owned land lying east of Lycoming Creek where he had a store and a distillery. His brother James, a leading merchant at Northumberland, also owned a tract of land adjoining him. They conceived the idea of having a town laid out on the east side of their lands for the purpose of enhancing their value. Accordingly Michael Ross, who owned

a farm below them on the river, was importuned to lay out a town. He accepted the suggestion and had a town site sur-

veyed and plotted.

On July 4, 1796, Michael Ross offered the first lots for sale. An auction was held in the public square and, as a preliminary, an ox was roasted and served and tradition has it that an abundance of pure whiskey assisted in arousing the enthusiasm of the multitude. A number of lots were sold and the new town

was fairly inaugurated.

In the meantime the commissioners had selected Williamsport for the county seat. That there was some chicanery connected with its choice is quite evident and it was charged by the people of Jaysburg that after they had prepared an affidavit in which it was stated that frequent floods covered the town of Williamsport, the messenger deputized to carry it to Harrisburg was intercepted, taken into a tavern, where he was given a number of drinks of whiskey from the effects of which he became intoxicated and that then his saddle bags were ripped open and the affidavit extracted. Be this as it may, sufficient influence was brought to bear upon the commissioners to induce them to select Williamsport. This action was the beginning of such a feeling of hostility between the residents of the rival towns, especially on the side of Jaysburger, that the softening influence of nearly a century was required to eradicate it. The hopes of the Jaysburgers being destroyed, the town went into decline and would have disappeared entirely had it not been finally absorbed by the expanding city.

When the new town was located there was not a building within its limits for the accommodation of the courts and the county officers. The latter, therefore, had to remain in Jaysburg, but to meet legal requirements it became necessary for the courts to move eastward. A temporary stopping place was found at the house of Mrs. Eleanor Winter near what is now the corner of West Fourth and Cemetery streets, where a few sessions were held. But the courts were still a mile away from

the legal place of meeting. Expedition was therefore imperative to meet and remedy this condition.

James Russell hurriedly erected a commodious log house at the corner of East Third and Mulberry streets, one portion of which was secured for a tavern. In this building a room was secured for the courts and thither they were removed in the fall or winter of 1796. They could now exercise jurisdiction without having their legal status questioned. Here the courts were held for nearly a year, or until a new tavern was built further up Third Street, whither they were removed again. The next change was to a log building erected on Court House Square, where they remained until the first court house was built and ready for occupancy in 1804. This building cost \$20,417.80. It was torn down in 1860 and the present structure erected in 1860, to which an addition was built in 1887.

It should be mentioned that in connection with the strife for the location of the county seat, Michael Ross, proprietor of the new town, conveyed four lots in consideration of one cent on which to place the public buildings. Jacob Latcha, the representative man of Jaysburg, offered two lots for the same purpose, but the more liberal offer of Ross carried off the prize. Liberality, in conjunction with the shrewd political manipulation of the Hepburns, were the factors which prevailed in the selection of the county seat.

The Russell Inn was the first house erected within the present limits of Williamsport. It was 32 feet in width fronting on Third Street and 26 feet in depth along Mulberry. It was two stories high. The first story was divided into two rooms each 15 by 13 feet, both fronting on Third Street. Two other rooms were located back of these looking north, each 15 by 11 feet. A large brick chimney was built through the middle of the building affording two commodious open fireplaces, one for each front room. A stairway on the Mulberry Street side ascended to the second story which was divided into three rooms and a large attic, which served as a storeroom and also

as sleeping quarters when the inn was crowded, as often happened during the sessions of the courts, whether held there or in subsequent locations. A shingle roof put on with hand-made nails covered the building. James Russell opened an inn in this property and for a long time it was the only place of its kind in the town. It was not only the first house in the town but the first tavern and the first court house. It remained as a landmark without any changes until it was destroyed by the great fire which swept that neighborhood in 1871.

James Russell was born in Ireland and came to this country in 1774. He died soon after finishing his inn, leaving a widow and six children. His widow conducted the inn for a short time and then, in 1804, married, a second time, Joseph Dumm. Together they conducted the house as a tavern for more than a half century. It came to be known far and wide as the "Affie Dumm" house because its mistress, one of the children of Joseph Dumm, was known as Affie, a corruption for Eva. She married a man named Auchy, but she always went by the name of Affie Dumm. She lived in the old house until its destruction and then moved elsewhere. She died March 1, 1876. She was one of the characters of her day and generation.

The lot for the court house having been given by Michael Ross at the present location, the town was naturally built up around it. Other buildings soon followed that of the Russell Inn. The second one was on the north side of Third Street just above what is now State Street. It was built by John Moore and for some time was used as an inn. under the name of the White Horse. It was built of logs, two stories high, and was 24 by 30 feet. Joseph Hall and Nicholas Gale were early landlords. It was afterwards converted into a store and was operated for a number of years by Ralph Elliot, one of the pioneer merchants of town. Elliot subsequently moved a little farther west and sold the property to Jasper Bennet, who continued the operation of a general store. It afterward became a tobacco store and was destroyed in the great fire of 1871.

The third building to be erected stood nearly opposite the present court house on the south side of Third Street. It is not now known by whom it was built but it eventually came into the possession of Robert Trainer, who conducted a store in it until it was torn down and replaced by a brick structure. The fourth house was erected by Jacob Hyman at Mulberry and the canal, now Canal Street. It was constructed of small round logs and was built in 1797. The next year a log house was built on the north side of Third Street nearly adjoining the White Horse Tavern. It was two stories high and 52 feet front by 29 feet deep, and had a one story addition in the rear which was used as a kitchen. It had been a tavern and store for some years, operated by William Wilson, when it was sold to Henry Hughes, who tore it down and erected a two story frame house which existed until only a few years ago when it was torn down to make room for the present Kolb Building. The old house had an interesting history.

Henry Hughes kept it as a hotel for a long time and the first post office in the town was located in it. Henry Hughes was a native of County Derry in Ireland. He was born January 22, 1782, and died in Williamsport February 22, 1846. Hughes served as postmaster for more than twenty years. The office was in a corner of the barroom of the hotel in a little inclosure which was just about large enough to accommodate one man. The mail was carried in saddle bags and was not heavy enough to be much of an incumbrance either to man or horse.

The tavern kept by Henry Hughes was known by the name of the Sign of the Fox Chase. Shortly afterward another house was erected at the southwest corner of Third Street and Market Square and this also became a tavern. It was first known by the name of the Rising Sun, but afterwards it was bought by Jacob Heiveley and the name changed to the Heiveley House.

The first birth in what is now Williamsport was that of William Russell, son of James Russell, who built the Russell Inn,

the first house in Williamsport, which occurred on September 23, 1796. After he grew up he went to Canada, where he remained for 30 years and then came back to Williamsport to die. The second birth was that of William Calvert in Moore's Tayern. It occurred November 25, 1797.

At that time there were only four log houses in Williamsport and all of them were taverns.

### CHAPTER XXV.

## WILLIAMSPORT, CONTINUED.

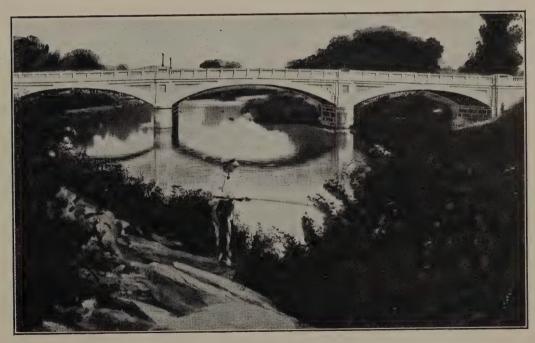
FIRST BRICK BUILDING STILL STANDING—SECOND BRICK HOUSE—PIONEER
BUSINESS MEN—EARLY CHURCHES—FIRST GRIST MILL—DISTILLERY—
TANNERY—IRON FOUNDRY—ORIGIN OF NAME IN DOUBT—WILLIAMSPORT
INCORPORATED A BOROUGH IN 1806—BURGESSES—POPULATION IN 1850 AND
1860—CITY INCORPORATED IN 1866—MAYORS—ADDITIONS TO CITY—A LUMBER CENTER—"BIG WATER MILL"

The first brick building in the town is still standing at No. 31 Front Street, although it has undergone many changes since it was built and only the walls of the original structure remain. It was built by Andrew Tulloh, who was one of the first lawyers in the town, and he used the house for a while as a law office. The bricks were made of home manufacture, having been burned on Grafius Run, where the stream crossed Hepburn Street near the corner of what is now Park Avenue. Here the bricks were also made for a house for Michael Ross a few months later. This house stood at the corner of what is now East Third and Basin streets.

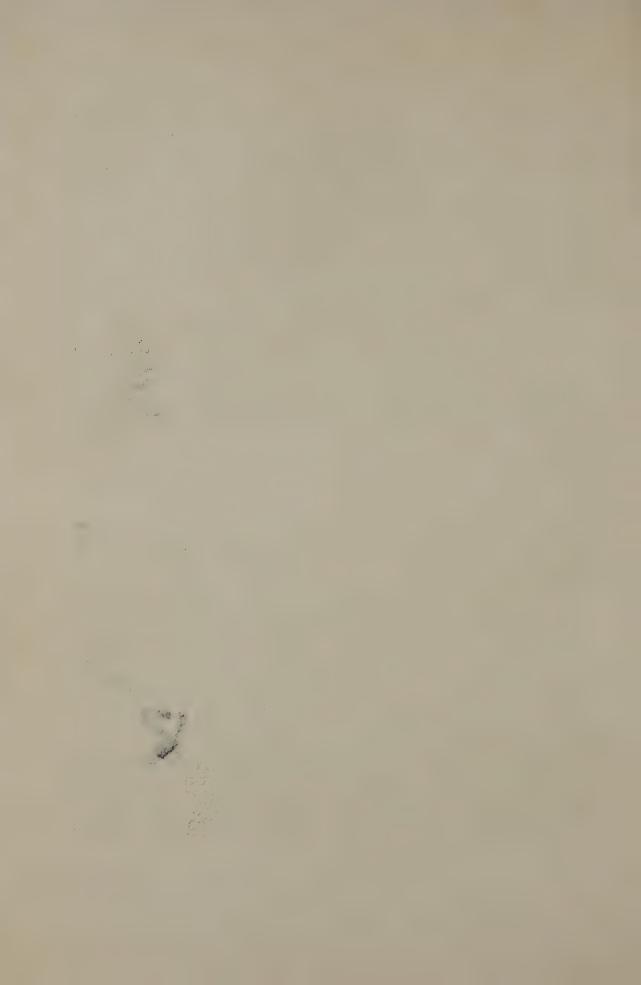
The second brick house within the limits of the present city was built by William Wilson about the year 1810 on the site of the present First National Bank Building. Of course it was a tavern. It was kept by Wilson and was known as the "Sign of the Buck." Wilson was familiarly known as "Congress Billy" because of the fact that he served one term in congress. The tavern was subsequently kept by James Cummings and later by Thomas Hall. After his death it was bought by Charles Doebler and the name changed to the United States Hotel. Charles Doebler ran it for some time and then sold it to his son, Valentine, better known as "Tine," under whose management it became known far and wide as one of the best hostelries in the state.



CITY HALL, WILLIAMSPORT, PA.



FOURTH STREET BRIDGE



It is a significant fact that most of the early buildings in Williamsport were used as taverns. And this was true of nearly all the small towns in the early days. There was a reason for this. The early settlers were compelled to raise much more grain than was necessary for their own use and as there was no market for the surplus, distilleries were built for the purpose of manufacturing it into whiskey and the many taverns were established as a result.

Jacob L. Mussina was the first jeweler in the town and opened a shop on the south side of Market square. He subsequently purchased a brick building at the northeast corner of the square which continued as a jewelry store until only a few years ago and is still standing. The name Mussina, is perpetuated in the store of Charles C. Mussina, whose sons conduct the same business at the northwest corner of the square.

Jacob L. Mussina was a mechanical genius, and a fine mathematician. He was born in Aaronsburg, Center County, April 29, 1807, and was of Polish origin. He came to Williamsport in 1830 and started in business. When the electric telegraph came into general use, Mr. Mussina became the operator in Williamsport and sent the first message out of the city to Philadelphia, August 14, 1851. It contained twenty-seven words and cost thirty-seven cents. He also opened the first daguerrotype gallery in town in 1842.

In 1831 an eccentric individual named Jacob V. Welper opened a cigar manufactory built by himself at the southwest corner of Third and Court streets. He had a red line painted all around the building just below the second story window, for what purpose no one ever knew as he would not disclose

his object in painting it.

The first store east of Lycoming creek was started before Lycoming was erected as a separate county. It was owned and operated by William Hepburn and stood at the foot of what is now Park street. He had as a partner Samuel E. Grier, who looked after the business during Hepburn's absence at Harris-

burg as a member of the state senate. It was near this store that Judge Hepburn afterwards built his fine old house which was still standing until a few years ago.

The first store in what is now the business section of Williamsport, was opened by William Wilson in 1801. It stood on Third street below the square and was afterwards kept by Andrew D. Hepburn, a son of James Hepburn who owned Mount Joy but who lived in Northumberland. Andrew probably came to Williamsport to look after his father's business but remained in the town and became quite prominent. He served one term as county treasurer and was active in the politics of the time.

The first druggist was Henry Lenhart who opened a store at the southeast corner of Pine and Third streets where he also conducted a hat shop.

In 1830 there were but two churches, Pine Street Methodist and the German Reformed on Third street, where the Reno Post Hall is now situated and both of them were unfinished. The Presbyterians were then holding services in the court house. Academy street was the eastern limit of the town and Third street terminated on the west at what is now West street. All the country above and below the town was heavily wooded. Pine street extended from Third street to where the City Hall now stands, and Fourth street did not exist. There were no saw mills and no industries. The town was just a quiet little village of a few houses and fewer stores.

The first gunsmith in Williamsport was Henry Gable who opened a shop on West Third street between William and Hepburn prior to 1811. This was an important business in those days for everyone was a hunter and everyone owned a rifle or firearm of some kind. Game was plentiful, domestic meats were scarce, and the family table was kept supplied with game and fish in a large measure. Hence the necessity for a place where firearms could be secured and where they could be repaired.

Alexander Sloan was the first cabinet maker who built a shop on Market street near the canal in 1802. This was another important business in an infant community as furniture had to be made by hand. There were no factories then and no places where stocks of this kind of merchandise were kept on hand. The second workman in this line was Edward Calvert and he was forerunner of a long line of descendants who followed the business and who then passed it on to others.

The first blacksmith in the borough was Peter Vanderbelt who came from New Jersey. His shop stood on East Third street near Academy and he served the people of the town long and faithfully and at his death his business was continued by his son, also named Peter. George Duitch also operated a shop on the site of the present First National Bank. The Duitch family became well known in the community and some of the descendants are still living in the city.

The first harness shop, which was also an important business in the early days, was opened by Peter States in 1801. He

came from New Jersey and was an adept at his trade.

John Murphy began the watchmaking business in 1805 in a store on the north side of Third street between Market and Mulberry. He was a character in a way and upon one occasion his apprentice ran away. He offered a reward for him of two cents in the columns of the weekly paper. Murphy lived on Larry's creek before coming to Williamsport and his daughter was said to have been the first child born on that stream.

The first grist mill, perhaps the most important of all the early industries, was started by Robert Martin who came from Northumberland about the year 1797. It stood on the west side of Lycoming creek in what is now Newberry. It was built of frame and there has been a mill on the same site down to the present day.

Of course, an infant settlement like Williamsport could not go long in pioneer days without a distillery and one was built immediately after the town was laid out in 1796 by Jacob Grafius on the southwest corner of Market square. It was made of logs about twenty feet square and stood back some distance from the street.

The first tanner was Thomas Updegraff. He had lived in York previous to coming to Williamsport where he was engaged in the same business and upon one occasion drove through here on his way to the Genesee country in New York state where he quickly disposed of his goods. So pleased was he with the results that he decided to remove his business to Williamsport where he would be nearer a readier market. He brought his goods up the river in canoes and it required six days to make the trip. His tannery was located on the west side of Market street about a block north of the River. His mother lived to be one hundred years old. Other tanneries soon followed and with the coming of the lumber industry this became the second largest business in Williamsport.

The first iron foundry was that of J. B. Hall, which was built in 1832. There was little business for such a venture and many pessimists of the day predicted his early downfall. But Hall was a man of vision and seemed to realize that the day would come when the great forests of pine and hemlock on the surrounding mountains would be cut, that mills would have to be erected for this purpose and that these mills would need machinery. And in this he was not mistaken. He secured a contract for castings for one of the first railroads in the state, made the wickets for the canal between Muncy and Lock Haven, the castings for the iron fence which was erected around the court house, and when the saw mills came to be built, he made the castings for the machinery that went into nearly all of them. His business grew by leaps and bounds and at the time of his death his foundry was one of the largest and most important in the state. It was always noted for the high character of the work it turned out.

The origin of the name Williamsport has long been a matter of doubt. The descendants of William Hepburn claim that it was given the appellation of William from his first name, the word "port" being added because the town was at one time the landing place for river craft which had been poled up the stream, hence "William's-port." It was said that modesty prevented the name, Hepburn, being applied to it. The descendants of Michael Ross, who founded the town, have always claimed that he had it named for his son William. Still another claim is that it was named for William Russell, who had charge of the wharf where the river boats tied up. The rivermen were accustomed to referring to the place as the "port," afterwards 'Bill's Port" and later "Williamsport." While there is nothing certain about the origin of the name, the latter claim bears all the earmarks of plausibility.

Down to the year 1830 there were only ten brick houses in the town and, with the exception of the one on the river bank, all were located on Third Street between Mulberry and Pine and on Pine between Third and Fourth streets. The merchants of the town were wholly dependent on the farmers for their livelihood, but as the outlying country was very fertile and productive these farmers became very prosperous and made

good customers.

The people of the town, with a few exceptions, were not very enterprising and were content to live their lives in quiet peacefulness, unvexed by the rapidly moving world which lay not very far from their doors. In the year 1806 there were only sixty taxables and as ten of these were single men the

population could not have been over 250.

Williamsport was incorporated as a borough by act of the legislature approved March 1, 1806, and it remained a borough for a period of sixty years, down to the year 1866, and during the time was served by the following burgesses since the year 1844, no records having been preserved of those who served before that time: 1844, Joseph B. Anthony; 1845, Adolphus D. Wilson; 1846-47, A. J. Little; 1848-49, Hepburn McClure; 1851-53, Thomas W. Lloyd; 1854-56, Elisha Covert; 1857, W. W. Wil-

lard; 1858, Hepburn McClure; 1859-61, S. M. Crans; 1862, Hiram Mudge; 1863-66, S. M. Crans.

In the year 1850 the population of Williamsport was 1,615 and probably remained at the same figure until 1853, but by 1860 it had jumped to 5,664.

In 1866 the first mayor of the city was selected in the person of James M. Wood. Then followed in order in 1867, William F. Logan; 1868, William F. Logan, re-elected; 1869, Peter Herdic; 1870, James H. Perkins; 1872, S. W. Starkweather; 1873, S. W. Starkweather, re-elected; 1874, Martin Powell; 1875, Martin Powell, re-elected; 1876, S. W. Starkweather; 1877, William F. Logan; 1880, Frederick H. Keller; 1882, Henry C. Parsons; 1884, Samuel S. Crans; 1886, William N. Jones; 1888, James S. Foresman; 1890, Frederick H. Keller; 1893, William G. Elliot; 1896, James Mansel; 1899, Samuel H. Williams; 1902, John F. Laedlein; 1905, Seth T. Foresman; 1908, Charles D. Wolfe; 1911, Samuel Stabler. All the foregoing mayors served for nominal pay but upon the passage of the Clark act a regular salary commensurate with the duties of the office was provided for. The following are those who served as mayor since then. In 1915, Jonas Fischer, who resigned in 1917; 1917, Archibald M. Hoagland; 1919, Archibald M. Hoagland, re-elected; 1923, Hugh Gilmore; 1927, Herbert T. Ames.

There were several additions to the town and city from time to time, the latest being in 1921, when a large portion of Loyal-sock Township was added to the corporate limits of the city. One of the most important of these additions was that of Newberry in 1866. This annexation extended from Lycoming Creek west to the Woodward Township line and from the river north to the Williamsport public road. This included a large territory, much of which is not built up at the present day.

In the year 1853 a dynamic personality stepped across the border line between Bradford and Lycoming counties and from that day things began to hum. Peter Herdic had come to Williamsport. He was filled with the most marvelous energy and

immediately visioned the possibities of Williamsport and set about to see them realized. He projected improvements of every kind, started numerous industries, built bridges, rolling mills, lumber mills, brush factories, water works, hotel, street car line and in fact, in a few years, he practically owned the town. From the day of his arrival Williamsport was on the map. Peter Herdic had not been long in Williamsport until he saw the possibilities of the town as a lumber center. The great forests of pine and hemlock lay at its very doors. The Susquehanna River served as an artery on which to float the logs to the mills and the canal and railroad afforded transportation facilities to the seaboard cities.

A saw mill had been erected as early as 1792 by Roland Hall on Lycoming Creek about four miles from its mouth. Samuel Torbert built one on Bottle Run above Newberry in 1798 and Thomas Caldwell followed with one the same year within the

present limits of Newberry.

The first mill to be erected in what is now Williamsport was what was known as the "Big Water Mill" at the foot of Locust Street. It was built by Cochran Biers and Company. It subsequently passed into the hands of Major James H. Perkins, who may be regarded as the father of the lumber industry in Williamsport. He was a native of New Hampshire, but later removed to Philadelphia from whence he came to Lycoming County. When he began the lumber business he brought here John Leighton, who had practical experience in lumbering in the state of Maine. Major Perkins subsequently sold a half interest in this mill to John C. Cameron, of New York City, and together they put in the first "flat gang" saw ever used in Williamsport. Cameron had in his employ Charles Whitehead of Duboistown, who was the first man to operate this saw successfully.

### CHAPTER XXVI.

# WILLIAMSPORT, CONTINUED.

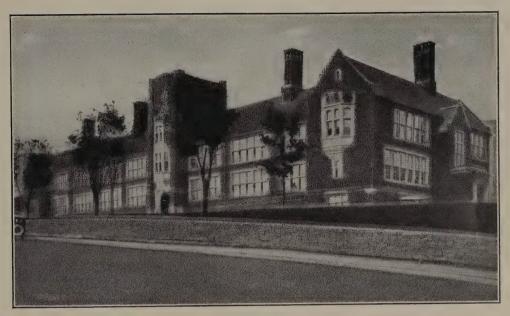
"BIG WATER MILL" PASSES TO PETER HERDIC—FIRST STEAM SAW MILL—OTHER SAW MILLS—THE SUSQUEHANNA BOOM—GREAT STRIDES OF THE LUMBER INDUSTRY—PASSING OF THE GREAT INDUSTRY—NEW INDUSTRIES — RAILROADS — HOTELS — VALUATION — CEMETERIES — PARKS — STREETS — DIVERSITY OF INDUSTRIES — POST OFFICE — SCHOOLS — PRODUCTS.

After passing through several hands and being greatly enlarged and improved, "The Big Water Mill," finally passed to Peter Herdic and company who operated it until 1863 when it was destroyed by fire. Peter Tinsman started the first steam saw mill in partnership with George W. Quinn. It was located below the city on the river. Tinsman subsequently sold his interest to his brother, Garrett Tinsman who continued its operation for several years until it, too, was burned.

Wolverton and Tinsman also operated a mill below the city from 1852 until the end of the lumber industry in 1891. These were rapidly followed by other mills until at the height of the industry there were about thirty mills in the city scattered along the river on both sides from Lycoming creek to the railroad bridge below town. The output was in the neighborhood of 300,000,000 feet of lumber a year, valued at \$7,000,000 and the capital invested was about \$9,000,000. Two thousand men were employed at good wages.

The building of the Susquehanna boom and the demand for lumber occasioned by the Civil war gave an impetus to the business and down to the year 1891 the industry flourished to a remarkable degree and Williamsport became the lumber center of the United States and probably of the entire world.

The building of the lumber mills was soon followed by the erection of a large number of planing mills where the rough



THADDEUS STEVENS, JR., HIGH SCHOOL, WILLIAMSPORT, PA.



CURTIN, JR., HIGH SCHOOL, WILLIAMSPORT, PA.



lumber was dressed ready for the market and these did a flourishing business for many years. There were also some subsidiary industries, such as machine shops, boiler works, engine building plants, rope manufactories and those of a like character, but lumber was the one big business that dominated the town.

But the timber on the mountains could not last forever, especially at the rate at which it was being cut, and the time finally came when there were no more logs to saw. Then came a critical time for Williamsport. Was it to go forward with new industries or die a natural death as so many mining and oil towns had done? Fortunately for Williamsport its business men possessed vision, loyalty and determination. They set about to make a new Williamsport, as different from the old as day is from night. A Chamber of Commerce was organized and \$400,000 subscribed as a nucleus to be used in bringing new industries to the city. Gradually they began to come in until today the city has eighty-four different varieties all of them doing a good business and paying satisfactory wages.

Williamsport lies on the bank of the West Branch of the Susquehanna River 100 miles directly north of Harrisburg and 75 miles south of Elmira, N. Y. It is seven miles long and two miles wide extending back from the river to a line of low lying hills. It covers 9.53 square miles. On the opposite side of the river is the borough of South Williamsport with a population in 1920 of 3,341. The population of Williamsport at that time was 36,198. Since then a large addition has been added and the population is now conservatively estimated at about 43,000. The Bald Eagle range of mountains runs along the opposite side of the river for a distance of sixty miles. The

city is 528 feet above sea level.

The Pennsylvania railroad runs through the middle of the city for its entire length and the Reading and New York Central also enter it. It lies directly on the great scenic highway, the Susquehanna Trail, which runs from Washington, D. C.,

to Buffalo and it is estimated by the Chamber of Commerce that five thousand tourists pass through Williamsport daily during the summer months.

The city is well supplied with hotels, the Lycoming, which has only been built a few years at a cost of a million dollars, being universally conceded to be one of the finest and most attractive hostelries in the United States. The Park Hotel at the Pennsylvania Railroad Station is another popular place and has enjoyed an enviable position for over sixty years. It is situated in a grove of five acres of century old trees and, with its wide and spacious porches and large and airy roms, it is a favorite resort for travelers and tourists. The Annex to the Lycoming is another well kept and well equipped hotel and is especially adapted to the requirements of the traveling salesman. All three of these hotels are under the management of John F. Letton who has had years of experience in the business. There are other good hotels, notably the Old Corner, City and Wenner's.

The assessed valuation of the property in Williamsport in 1928 was \$36,532,010. During the more than 125 years of its existence it has been singularly free from epidemics or sickness of a grave character and in the year 1928 ranked as the fifth healthiest city in the United States and the first in Pennsylvania. In another particular Williamsport has been unusually fortunate and that is in the character of the water supply. No purer water is to be found anywhere. The city reservoirs are supplied by two steams of mountain water and their entire watershed is owned by the Water Company and kept entirely free of any matter or thing that might affect the purity of the supply. To this may be largely attributed the good health of the city. At the last election the people voted to buy the water works.

The city is supplied with an excellent trolley system which reaches to all sections and the suburbs. Good service is rendered by the owners, the Pennsylvania Power and Light Company, which also supplies electric light for the city and individuals and business places. There are also several auto bus lines which reach to nearby towns and villages not touched by the railroads.

Williamsport has several beautiful cemeteries, the largest of which, Wildwood, lies on a series of hills north of the city from one of which a commanding view can be had for miles up and down the river and Lycoming Creek. It was laid out in 1863 by the corporation which was formed for that purpose. It originally consisted of sixty acres, but this was later increased to eighty and subsequently an additional fifty acres was acquired. The late John H. McMinn, a well known landscape gardener, assisted by Robert Faires, had charge of the planning of the grounds. With a thorough knowledge of the business, Mr. McMinn also united an intelligence for the work and an exquisite taste which enabled him to arrange the walks and drives to the best advantage. The result was the production of a cemetery that calls forth the admiration of all who pass through its grounds. Native trees spread their branches over the graves; evergreens serve as rich settings to marble and granite; flowers bloom in luxuriance and load the air with the fragrance of their perfume.

The Williamsport Cemetery on Washington street was laid out in 1851 and this antedates Wildwood by several years. It possesses no particular beauty, but in it are buried many of Williamsport's most prominent citizens of an early day. The cemetery is almost filled up and there is no more room for graves except on lots that have been in the possession of the

same families for many years.

The eastern portion of St. Boniface Cemetery was laid out in 1857 for the burial of German and English Catholics, and the western end in 1881 for the burial of Germans alone. It is the property of St. Boniface Roman Catholic Church and is located at Penn and Wyoming streets.

Mt. Carmel Cemetery was organized as a burial place for the members of the Church of the Annunciation and is still used for that purpose. It is located on Cemetery Road above Rural Avenue.

There is also Mound Cemetery on Beeber street above Rural Avenue, Newberry Cemetery on Arch street and Edgewood

Cemetery on Montoursville Road.

The city has two public parks, Brandon 43.5 acres given to the city by the will of A. Boyd Cummings, late of Philadelphia, and formerly of Williamsport, and Memorial Field Park, 13.7 acres purchased and maintained by the municipality. Brandon Park is located in the northern part of the city and is under the supervision of a park commission appointed by the council. It is a beautiful spot and is kept in excellent condition by a park superintendent. Memorial Park is a place of amusement and also a camping ground for tourists and is the scene of many picnics and outings.

Williamsport has one of the finest baseball parks in the country, outside of the big cities, and its club is one of the leading members of the New York-Pennsylvania League. There is also Way's Garden at Fourth and Maynard streets, two and a half acres; Water Company Park, adjoining Memorial Field, 88.52 acres; Max M. Brown Park, part of Memorial Field, 21.7 acres, the gift of Max M. Brown. The Lycoming Rubber Company and the Sweets Steel Company also maintain small parks near their factories for the use of their employes. In addition

to these there are ten school playgrounds.

The streets of the city are wide and for the most part well paved. The principal business section is in the center and is the pivot about which all the city's prosperity revolves. The residential section lies in the western and northern parts. There are two suburbs, known as Grampian and Vallamont, which are entirely devoted to homes.

The tax rate in the city is 15.5 mills and the bonded indebtedness is \$1,707,620. Post Office receipts for 1927 were \$441,532.

In 1927 building permits to the amount of \$2,873,405 were issued. Three hundred dwelling units were erected. There are 10,000 homes in Williamsport, forty per cent of them being owned by the occupants. There are eighty-four separate industrial establishments in the city giving employment to 8,426 men and 2,814 women. The amount of wages paid out in one year is \$11,000,000 and the products of these manufacturies are valued at \$56,000,000 annually.

In 1799 when the first jail was being built there was no Post Office nearer than Northumberland, 40 miles away. Application was at once made for the establishment of one at this place and it was opened in that year with Samuel E. Grier as the first postmaster. For many years the office was located in rented quarters in the neighborhood of Market square, but in 1882 Congress authorized the erection of a suitable building for use as a postoffice and other government quarters and the present imposing building was the result. It cost \$208,430 and several additions have been constructed since then. A separate postoffice was established at Newberry in 1824 and has continued to exist down to the present day. It is, however, now served from the Williamsport office. The carrier system was introduced in the entire city October 1, 1882. The gross receipts of the office for the year 1928 were \$429,649.74. The expenditures for the year were \$216,707.62. The Williamsport office has therefore paid Uncle Sam in 1928 to the extent of \$212,942.12 over and above the running expenses of the office.

The city has sixteen well equipped school buildings including a new high school and two junior high schools. The schools of the city are recognized as being the equal of any in the state

and its parochial schools are just as good.

While the single industry which once dominated Williamsport has passed away, it has left as an aftermath a number of prosperous furniture factories, although the lumber used in the manufacture no longer comes from the forests of the West Branch Valley. There are few communities comparable to Greater Williamsport in size which have within their limits such a diversity of industries as is to be found here. Williamsport products cover a remarkable range, its manufacturing establishments reach into many lines.

A Chamber of Commerce survey lists eighty-four industries. This list, while it does not include numerous small industries, each employing but a few people but in the aggregate adding greatly to the amount of manufactured products in Williamsport, shows almost as many classifications of product as there are industries. While there are in several instances a number of industrial plants engaged in the same line of business, there are also a number of plants which turn out more than one type of product, balancing the score.

The beneficial effect of this diversity of industry has frequently been demonstrated. It has spared Williamsport from the fate which has so often been that of the "one industry town." A community which centers about one big plant or a group of plants engaged in similar lines, finds itself governed by the rise and fall of that one type of industry.

In a town which depends solely upon mining, railroading, steel manufacturing or some other one type of industry, business depression affecting that industry is felt by the entire community. All its people, even though they may not be directly associated with the industry, feel the pinch. Its stores, its theaters, all of its institutions are involved. Curtailed operation in its industries has an immediate effect upon the community. A shut down means paralysis to all lines of business.

Williamsport has been spared this. It has so many industries, of so many different types, that there is seldom a time when the entire city feels the grip of poor industrial conditions. While one of several lines of industry represented here may be experiencing hard times, the others are enjoying normal or more nearly normal prosperity, so that, while trade may be dull, Williamsport seldom feels the paralyzing grip which it would

experience if it depended upon one class of industry. Unless there is a general depression, affecting virtually all lines of business, as occurs at intervals, Williamsport is able to keep

going.

The diversity of Williamsport's industries gives rise to the question, "To what extent is Williamsport self-sufficent; to what extent or degree could its needs be supplied by the products manufactured here? How many of the ordinary needs of existence could be supplied its people by local industries if

the city were shut off from outside products?"

A survey of Williamsport products will be attempted here with the double purpose of answering these questions. The first essential to human existence is food. Naturally if Williamsport were to depend for its food upon raw materials actually produced here, it would not live long without suffering, but if the agricultural products raised within the limits of the territory for which Williamsport is the trading center were to be considered, the city would be quite fortunately situated. It would have available a large supply of grain, vegetables, fruits, meats and dairy products.

Its industries engaged in the manufacture of breadstuffs turn out a product more than sufficient to meet its ordinary

needs, in bread, cakes, pies, pretzels, etc.

Its dairy product manufacturies can keep it adequately supplied with milk, cream, ice cream, etc. It has plants which manufacture meat products, canned goods, flour, macaroni, potato chips and other food products. Its candy manufacturers could supply it with sufficient sweets stuffs to meet its demands. Its bottling works could supply soft drinks and other beverages adequate to relieve it of the necessity of seeking a supply elsewhere.

#### CHAPTER XXVII.

## WILLIAMSPORT, CONCLUDED

WILLIAMSPORT PRODUCTS—ANNUAL VALUE OF PRODUCTION—NUMBER EM-PLOYED—MANY LARGE EMPLOYERS—CITY GOVERNMENT—THE CLARK ACT —PRESENT OFFICERS.

Ranking next to food as an essential to life is a home. Williamsport's industries are capable of producing nearly everything necessary to the construction of a modern dwelling.

Whether the foundation is to be of stone or of building blocks, the needs can be supplied here. If the house is to be of frame, stone, brick or patent block construction, Williamsport can supply the necessary materials from its own manufactured products. If other material is needed its building supply dealers can furnish it.

The rough timbers, weather boarding, exterior and interior trim, window frames, doors, hardwood flooring, tiling for floors, bathrooms, or ornamentation, plumbing fixtures, boilers, pipes, valves and radiators for heating plants, plumbing equipment, paint for the exterior and interior, mirrors for the walls, electric current for illumination, gas for cooking, ice for household needs, all can be supplied by Williamsport's industries. Water could be conveyed to the home by woodpipe manufactured here.

Furnishing a home with Williamsport products would not only be an easy matter, but would give the home owner an opportunity of selection from among the highest classes of furniture made in the United States. Furniture bearing a "Made in Williamsport" label could be obtained for every room in the house, furniture in all the popular styles of design, for the kitchen, the dining room, living room, bedroom or other quarters. For beds, Williamsport-made mattresses could be

obtained. For the floors one could buy attractive rag carpets, or old-fashioned rag rugs of Williamsport manufacture, while many small articles adding home-like touches to a house could be found among Williamsport's products. Williamsport people may frame their pictures with frames made here.

Williamsport-made homes may be beautified with flowers raised in Williamsport. They may be cleaned with brooms and brushes manufactured here. Furniture may be re-upholstered, cane seats replaced, or other repairs made by capable Williams-

port artisans.

If all women in Williamsport were to wear silk they could be clothed in a Williamsport product. A list of the industries shows seven plants engaged in weaving silk, with one large plant for the purpose of dyeing raw silk any shade desired. Williamsport has sufficient dressmakers to fashion this manufactured silk into garments, should Williamsport's feminine population decide to depend upon home-manufactured material for their gowns. Local industries are equipped to supply the braid for trimming these gowns.

Buttons made in Williamsport could be used on these gowns, and they could be adorned with furs, tanned and made up by Williamsport houses. They might use clothespins made by a Williamsport firm, while washing or airing their garments.

There are local industries engaged in manufacturing pants and shirts for men and boys, while Williamsport tailors could

fashion suits and overcoats for its male population.

If uniforms are desired, Williamsport can supply its own needs. Its policemen, firemen, mail carriers, band members, lodgemen and others could be outfitted by a Williamsport in-

dustry.

As far as footwear is concerned, Williamsport's women would be unable to find a Williamsport label on any of the dress shoes to which they are accustomed, but would not have to go barefooted, for sneakers, tennis shoes, rubbers and goloshes sufficient to supply their needs are manufactured here. The men would fare better, as they would not only be able to obtain footwear with a rubber basis, but leather shoes ranging all the way from dress shoes to heavy hunting boots, manufactured in Williamsport, while one big plant turns out leather and cut soles for the manufacture of footwear.

Having something to eat, clothing to wear and a house for shelter, the people might next desire transportation. While no automobiles are manufactured here, they could buy cars with Williamsport-made motors supplying the operating power and extra tires held in carriers made here. They could obtain Williamsport-made bodies for their cars. If they desired carriages or wagons, they would not need to go outside their home city to be supplied. If they wanted their cars or wagons repainted they would be able to have the finest type of such work done here.

If they should own horses they could have them shod by Williamsport experts. If circumstances required that they ride on the street cars, they would be carried in cars propelled by power produced in Williamsport. One local plant could, if need arose, supply the rails for this type of transportation.

Williamsporters of musical taste might listen to tunes written and published here, played on Williamsport-made brass instruments by bandsmen rated second to none. If phonographs are desired, they may be obtained in Williamsport-made cabinets, and records made by Williamsport musicians played on them.

Williamsport's people may buy tooth pastes, ointments, etc., in metal tubes which are made here. If they are ill they may have the choice of several ointments, linaments, tonics, etc., which are prepared in Williamsport and which, according to their labels, will cure all the ills to which man is heir.

If all other sources of information were cut off, Williamsport could keep informed of events throughout the world through its newspapers. All the printing necessary for the conduct of private or public business, for correspondence, ac-

counting, records, etc., could be supplied by Williamsport institutions.

Williamsport's industries can in turn draw upon other home industries for supplies. It woodworking plants may use machinery made here. Various other needs along this line, leather belting for instance, could be supplied by local industries. For expert repairs to industrial machinery it would not be necessary to leave Williamsport, for it has acetylene welders, job machine shops, foundries, etc.

There are several industries engaged in a line of manufacture closely related to other local industries, manufacturing boxes, either of wood or pasteboard for the shipment of shoes,

candy, etc.

Another industry can supply all the crepe paper decorations and novelties desired for parties or other social events, while others supply glue, abrasives, fancy leather goods, wire rope and various other things of important use.

Williamsporters may even be carried to their graves in "Made-in-Williamsport" burial caskets and rest under tombstones or monuments fashioned by Williamsport artisans.

This survey affords an interesting way of presenting an idea of the many things which are manufactured in Williamsport and shows how Williamsport goods touch upon all phases of human life, even though they do not supply all of the needs of Williamsport's inhabitants.

Were the city to depend entirely upon its products, it would find many essentials lacking. The survey, however, shows that it is much better situated in this respect than the average community, and could, if necessary, get along rather well without

outside assistance.

Williamsport-made products include automobile bodies and motors, woodworking machinery, tire carriers, picture frames, plants, furniture of all kinds, veneer doors, hardwood flooring, valves and hydrants, men's shoes, cement blocks, silks, paper boxes, wood boxes, cabinet millwork, job printing, blank books, accounting systems, band instruments, heating plants, furniture hardware, glue, candy, rubber footwear, sole leather, cut soles, leather belting, phonograph cabinets, paints, metal tubes, uniforms, braid, buttons, shirts, crepe paper products, foundry work, bottled beverages, ice, brick, breadstuffs, milk products, macaroni, pretzels, potato chips, canned goods, steel rails, wood pipe, abrasives, interior wood trim, wood carving, tiles, fancy leather goods, mirrors, wire rope, caskets, monuments, rugs, carpets, mattresses, brooms, brushes, medicines, novelties, carriages, etc.

Production by Williamsport manufacturing interests has reached such a magnitude as to represent an annual value of \$58,740,220, according to an estimate which William S. Milliner, secretary-manager of the Chamber of Commerce, has recently completed on the basis of the most complete statistics at his command.

Mr. Milliner presents this figure as an estimate, but believes that it is fairly accurate, and at least not extravagant in its claims.

From the same basis of information, Mr. Milliner figures the annual payroll of Williamsport's manufacturing enterprises at \$11,935,063.

A recent survey by the Chamber of Commerce shows that eighty-four of Williamsport's leading industrial institutions employ 9,979 persons, of whom 7,643 are men and 2,336 women.

This list does not include stores, railroads, offices, other than those of industrial plants, garages, automobile sales agencies, or numerous small manufacturing companies which employ but a few persons each.

The survey shows that the Lycoming Manufacturing Company, making automobile motors and Spencer heaters, is Williamsport's largest employer. Under normal conditions it gives employment to 1,508 persons, including nineteen women.

The Lycoming Rubber Company, manufacturing rubber footwear, normally employs 1,459 persons. It is the largest em-

ployer of women, 801 employes being of this sex.

The survey shows that approximately 1,000 men and women are employed in the silk industry here, this number not including the National Silk Dyeing Company, which normally em-

ploys 192.

A forceful illustration of the number of large industries in Williamsport is afforded by the fact that there are twenty-six industries which normally give employment to 100 or more persons. Eight of them employ 200 or more, while four have 500 or more workers.

There is hidden romance in Williamsport's industrial products. Even the most prosaic of manufactured articles may have a romantic history. The raw production from which it is made may have been assembled from far distant corners

of the globe.

It would make an enthralling story if the history of these various products could be given, presenting a picture of the forests, the farms, the fruit and nuts, the bark and sap of trees, the strange minerals, the various forms of insect life which yield products used here and the men and women in strange, far-off lands who, though they may never have heard of Williamsport have a part in the creation of manufactured goods which bear the Williamsport label.

Tropical forests yield rubber for Williamsport's big footwear plant. Furniture factories which use mahogany or several other choice woods obtain their raw material from other

forests in the tropics.

The Orient sends its silks to supply Williamsport's busy mills. Far distant lands have a part in providing the ingredients from which are made the dyes with which these silks are colored to suit milady's taste.

Its tannery uses strange products of distant lands as ingredients entering into the liquor which transforms raw hides into

enduring leather. The United States Sandpaper Company draws upon mineral deposits in far away countries for certain requirements of its business. The varnishes with which Williamsport-made furniture is finished may include within their elements the products of many climes.

Another startling vision would be presented, if a large map were arranged to show the distant points where Williamsport products are in use. Such a map would undoubtedly show that in many instances manufactured products are shipped to the very points from which raw material entering into these products was sent here, and there sold, perhaps to the very people who had a part in the preparation of the raw material.

Williamsport would be shown as a point where the products of all parts of the earth are assembled, combined to meet men's needs, and again distributed over the earth. What are considered as "local industries" would be shown as concentration points for "world industries."

There is still another romance in Williamsport industry and that has to do with its change from the single enterprise of lumbering to its varied make-up of today.

As the lumbering industry showed signs of unmistakable decay, rightly interpreted by the wiser heads in the community but persistently ignored by many persons who seemed unable to convince themselves that such a thing could happen, there began the "industry-hunting" activity which ushered in the dawn of Williamsport's present industrial era.

It has been an era of diversity. To some degree this diversity may be the result of wise forethought on the part of the men responsible for the introduction of the new industries. Some of them may have profited by the lessons taught by the fall of the lumber industry to the extent that they determined never again to subject the city to the risk of extinction by putting all their eggs in one basket.

It is more likely, however, that Williamsport's present happy situation is due to a kindly fate, a fate which prohibited

the building up of one particular branch of industry here and compelled the city to accept smaller industries of many kinds.

The future of Williamsport is assured. The men at the head of its varied and prosperous industries possess vision, initiative and enterprise. The outlook for more industries is encouraging and, with its unrivalled facilities and favorable location, its people can look forward with confidence to more and desirable development.

From the year 1866 when Williamsport was incorporated as a city down to the year 1911 it was governed by a mayor and a dual council composed of a common and select branch. The mayor received a nominal salary but the councilmen served

without pay.

In 1911 what was known as the Clark Act was passed which provided that thereafter cities of the third class should be governed by a mayor and four councilmen all of whom were to be paid commensurate salaries. The act went into effect with the election that fall and Samuel Stabler was the first mayor under

the new government.

The present officers of the city are: H. T. Ames, Mayor; James I. Paul, department of accounts and finances and vice mayor; Philip Shay, department of public safety; George W. German, department of streets and public improvement; George R. Fleming, department of parks and public property. This constitutes the legislative body and there are also the following executive officials: Sinking Fund Commission, H. T. Ames, David M. Gerry, Eugene A. Shaffer and James I. Paul; City Controller, Eugene A. Shaffer; City Treasurer, David M. Gerry; City Assessor, Truman R. Reitmyer; City Solicitor, Frank P. Cummings; City Engineer, Lyons Mussina; City Clerk, Byron C. Houck; Plumbing Inspector, E. Ray Enders; Health Officer, Dr. Robert F. Trainer; Assistant Health Officer, William Mollenkopf; Chief Engineer Fire Department, Michael E. Clark; Sealer of Weights and Measures, Robert L. Maneval; Market Clerks, Lester J. Metzger and William H. Weaver; General Foreman of Streets, John L. Shiable; City Planning Commission, William P. Beeber, chairman, James S. Collier, secretary, S. J. Webster, Harry A. Blair and Jesse S. Bell; Overseers of the Poor, Frank L. Wright, President, John O'Neill, secretary and Mrs. Sallie P. Kilbourn, investigator; Chief of Police, Louis R. Russie; Lieutenant Oreste Giglio; Captains, J. H. Fincher, Elmer E. Smith; Sergeants, Harvey H. Zuber, John G. Kaufman, Adams Q. Fisher and Adam Kinley.

### CHAPTER XXVIII.

#### THE LUMBER INDUSTRY

PENNSYLVANIA AS A LUMBER STATE—WHITE PINE, HEMLOCK AND OTHER VARIETIES—BARK PEELING—YIELD TO THE ACRE—PRESENT DAY FOREST CONSERVATION—METHOD OF MANUFACTURING LUMBER—THE LUMBER CAMPS—LOGGING—TRANSPORTING LOGS TO STREAMS—THE DRIVE—LUMBERMEN.

Pennsylvania has always occupied a prominent place in the lumber industry. In 1850 it was surpassed in value of product by only one state—New York—and in 1860 it stood at the very top. In 1870 and 1890 Michigan alone exceeded it; in 1890 Michigan and Wisconsin had a larger production and in 1900 Pennsylvania ranked fourth, with Michigan, Wisconsin and Minnesota leading it.

Originally this state was a dense forest. Pine and hemlock flourished on the higher portions of the Alleghenies, with hardwoods in increasing quantities as the slope descends to the west. In the southeast beyond the mountans, hardwoods were found almost exclusively. After more than two hundred years of lumbering this vast wooded area has been reduced about two-thirds, leaving about twenty-five percent or about fifteen thousand square miles wooded to some extent. From this remaining forested area the greater part of the merchantable timber has been cut, especially the white pine and hemlock.

Before William Penn ever set foot in his newly acquired territory in America he made provision for the protection of the timber thereon. In an instrument made by himself in England, July 11, 1681, and called "conditions or concessions" between him and the "adventurers and purchasers" in Pennsylvania, and which was a sort of compact as to landed settlements and the government of the colony, the following reference to

the timber supply is found; "That in clearing the ground, care be taken to leave one acre of trees for every five acres cleared; especially to preserve oak and mulberries for silk and shipping." It is not known to what extent this order was observed but it is more than likely that, in view of the general disregard similar instructions in other colonies received, that very little if any, attention was paid to it.

Pennsylvania was not only a dense forest but it was not merely one of a few kind of trees but possessed a wealth of different species, many of them prominent in large areas of the state. The rocky slopes of the mountains, with which this region abounds, furnished conditions natural to the growth of trees adapted to cool, shady locations, or rocky soil; the numerous streams formed favorable habitats for those species requiring moisture and the fertile valleys, especially those in the western part of the state, produced trees that grow only in rich soil. Its variations of latitude brought closely together the species of various climes.

Pennsylvania abounded with white pine and other conifers as well as different hardwood species. In 1904, about the last year of lumber activities, according to the United States census of manufactures, the chief varieties of lumber sawed in the state in the order of their magnitude, were hemlock, oak, white pine, chestnut, maple and birch. In 1906 the order was hemlock, white pine, maple, chestnut and beech. In the years previous to 1904, covering the height of the lumber industry, white pine production led all the rest.

The range of white pine was somewhat limited to certain ranges and elevations and in the northern and central parts of the state was of great size. Potter County was particularly well timbered and the regions around the headwaters of the rivers, but the best of it had been lumbered off by the year 1880. Large quantities also grew in Elk County and covered the divide between Sinnamahoning creek and the Clarion River. Sometimes this timber was of large dimensions and sometimes

it divided near the root, perhaps from some accident by reason of snows, or from loss of termina bud, from insects or other causes, so that two trunks grew from one root. One particular

tree from this region contained 13,100 feet of lumber.

Originally the broad belt of pine in northern Pennsylvania, occupying the region drained by the numerous streams constituting the headwaters of the Susquehanna, extended from Susquehanna County in the northwestern part of the state westward through Bradford and Tioga counties to Potter County and thence southwestward over Cameron, Elk and Clearfield counties. The heaviest growth of pine in all this region was on Pine Creek in the southwestern part of Tioga County. In Tioga County one firm alone cut 5,000,000 feet. There is some pine still standing in the upper waters of the West Branch of the Susquehanna but most of it is scattered and expensive to lumber. In McKean County there were great quantities of white pine and there may be some tracts still standing but the cream of it has been skimmed.

Lumbermen agree that there was originally far more hemlock than pine in Pennsylvania but the drain on it was greater by reason of the many tanneries which cut the trees, peeled them of bark and then left them to rot in the woods. There never was a more criminal waste than that practiced by the tanneries in this regard. Twenty-five years ago one could walk through almost any section of the forests of the state and see gigantic trees many of them nearly a hundred feet long and from two to four feet in diameter lying on the ground slow-

ly going into decay.

Lumbermen classify hemlock as of two kinds, red and white, according to the character of the wood, but the more intelligent among them attribute the difference to soil and climate. The quality of the hemlock seems to deteriorate west from the center of the state. The Pink Creek hemlock was considered better than that of the Sinnamahoning and this better than that on the Allegheny.

The maximum yield of pine timber to the acre was about 100,000 feet, but this was exceptional. Most tracts of 400 or 500 acres yielded about 10,000 feet although some smaller tracts have yielded 25,000 feet.

Pennsylvania was a long time in getting started on any efficient forestry system but now, under the present management of that department of the state government, adequate protection is afforded and the forests are slowly but surely coming back. In a few years the hills and mountains will again be crowned with a verdure of hemlock and pine and lumbering operations will be resumed in an entirely different way and under adequate protection measures.

The business of manufacturing lumber was a simple one. All that the mill owners had to do was to saw the timber into boards and sell them. The rest of the work incident thereto was done by others.

The first requisite was to acquire the timber. This was done in several ways. Sometimes the land on which the timber stood was bought outright, in fee simple, trees and all. The usual method, however, was to buy the standing timber only, or "stumpage", as it was called. That is, the lumbermen bought from the land owner all the trees of a certain kind and size standing on the land, the latter retaining title to the soil after the trees were cut.

There was a class of men known as timber estimators, whose business it was to go upon a certain tract of land and count the number of trees standing thereon, measure a few of them and then estimate the number of feet contained in the tract. On this basis a contract was entered into for the purchase of all the standing timber on a piece of property for so much a thousand feet.

The number of feet actually contained in the purchase was ascertained by scaling the logs after they were cut. This was done by expert scalers agreed upon by the parties to the contract.

Sometimes the boom scale was taken as a standard of measurement, each log when cut being stamped with the device of the owner and these logs were scaled when they came into the boom, so that the boom company would know how much to charge for catching them. And as logs from a given tract usually came in together, the amount of the whole batch was easily ascertained.

This much having been settled, the next step was to enter into a contract with a log jobber to cut the timber for so much a thousand feet. The jobber then took a crew of lumberjacks to the woods, cut the trees, sawed the logs into the required lengths and banked them on the shores of the small streams ready to roll in when the high water came in the spring. They were then floated or driven to the boom in Williamsport.

While life in a lumber camp was a strenuous one it was not without its compensations. Far up in the mountains, far from any settlement, the lumberjack lived a healthful life, working from starlight to starlight; breathing the mountain air, keen with the frosty vigor of winter and fragrant with pine and hemlock; eating ravenously the plain well-cooked food; sleeping deeply at night in the loft of the cabin, where the wind swept through the chinks in the logs and where on rising they sometimes slipped out on a carpeting of snow. This was the life which these men knew and which half-unconsciously they loved. They possessed a charming freedom of spirit and their rude sturdiness of character warmed the heart to them with real affection.

The cabin in which the men lived was built of logs with three rooms on the first floor, a kitchen, dining room and "lobby" with rude benches, chairs and tables where the men played cards, lounged and loafed after supper. A huge stove in one end of the room furnished heat which radiated through the large quarters in comfortable fashion. The second floor consisted of one large bunk room where the men slept. It was reached by a ladder from below. There were two other build-

ings connected with the camp, a stable for the horses and a shed for the tools and implements.

The men were clad in heavy woolen underwear with outside shirt and trousers of the same material. They wore no coats either at work or white resting. Long woolen stockings extended above the knee and their feet were encased in a heavy pair of rubber shoes. They never suffered from the cold.

Thus the men worked from early in the winter until the spring floods came to carry the logs they had cut down to the

mills in Williamsport.

A logging camp was as highly organized as a manufacturing industry. The men had regular hours of work and a regular time was taken for meals. After the logs were cut into lengths, they were stamped a half dozen or more times on each end with the mark of the owner. These identified them anywhere they might be found as these marks were protected and it was made a criminal offense in Pennsylvania for anyone to convert these marked logs to his own use or deface the marks.

When the scene of operations was located some distance from the stream on which the logs were to be floated down to the mills, a long shoot or slide was constructed out of a series of two logs, hewn on one side and the sides laid together so as to form a small trough. Into this trough the logs were placed end to end, after it had been iced for its full length. A horse was then hitched to the rear log and a chain attached and the whole train started down the slide. As it gained headway the horse was detached and the logs went roaring down the slide with their own momentum to the landing place on the streams where they piled up in a vast pile to await the spring freshets.

When the scene of the operations was nearer the stream a number of logs were fastened together and dragged over the snow with horses to the landing.

After the logs were all cut and banked on the stream there was nothing further to do until high water came when the logs were rolled into the stream by means of pike poles and

cant hooks and the "drive" started for the river and the boom. The men waded in the river up to their waists, following the logs and rolling into deep water those that had floated into shallow water and become grounded, thus keeping the "drive" together. A raft with eating and sleeping quarters for the men, usually followed immediately in the rear of the drive and the men worked in relays. When retiring for the night the lumberjack never changed his clothes but went to sleep in his wet and sometimes icy garments. This, it was said kept him from taking cold.

Thus the logs were followed and watched day after day and night after night until the drive was safely lodged in the

boom.

These lumbermen were well paid for their work, getting as high as \$2 or \$2.50 a day and kept. As there was no way of spending money in the camps, the close of operations in the woods usually found them in the possession of a nice bunch of coin. Unfortunately, in most cases, it was quickly spent in riotous living in a short time after they had returned to civilization.

For a long time before the construction of the boom the logs, after reaching Williamsport, were caught by means of boats operating in daytime and also at night by the light of pine torches and rafted to shore. This was a dangerous and precarious occupation and many logs were lost. A better means of catching the logs was long felt and it came at last.

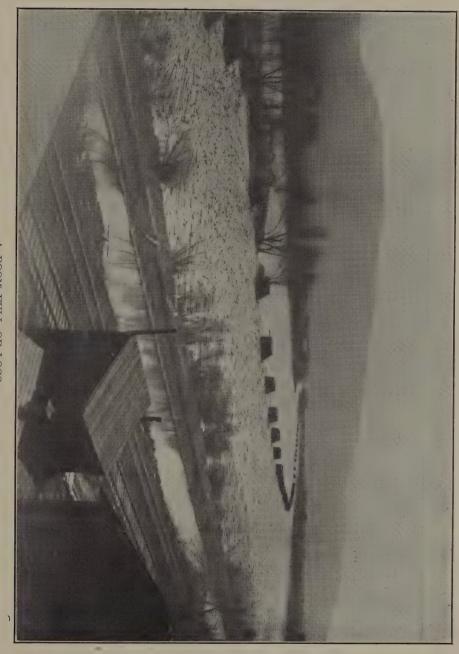
## CHAPTER XXIX.

# THE LUMBER INDUSTRY, CONTINUED

CUTTING LOGS—HAULING TO LANDINGS—HAZARDOUS WORK—THE SNUB LINE
—LIFE IN THE FOREST—MAJOR PERKINS ENTERS THE LUMBER INDUSTRY
—BUILT THE FIRST BOOM—HARBOR FOR LOGS—SUSQUEHANNA BOOM
COMPANY INCORPORATED—LOYALSOCK BOOM COMPANY ORGANIZED—
METHOD OF MARKING LOGS—CAPACITY OF BOOM—FEES.

Logging was carried on for a period of twenty-eight to thirty weeks according to weather conditions and the quantity to be cut. As a rule chopping was well over by the first of January or the middle of February and the choppers then left the woods. In a few places the logs were hauled directly from the stump to the landings but more frequently they were "yarded" or piled up in convenient places and hauled thence to the streams down which they were floated in the spring to the boom. The hauling season generally lasted well into Marchsometimes as late as the middle of April, if there was plenty of snow and much work to be done. Hauling to the landings was sometimes a difficult matter. The landings were usually not less than a mile from the yards and often the logs had to be hauled a half dozen miles before they reached the landing places. The logs were skidded over roads that sometimes ran through bogs, up hill and down dale, down steep declivities where the load of logs was above the heads of the horses and where the breaking of a rope or chain or a slip of one of the horses might mean death to team and teamster.

It was on these steep inclines that the snub line came into use and where some of the worst accidents ever recorded in the Pennsylvania woods have taken place. The roads over which the logs had to be hauled were kept in an icy condition if possible, at all times. Even though the snowfall was heavy



A BOOM FULL OF LOGS



and the snow laid several feet deep on the roads and the surface of the road was as smooth as a floor, the lumbermen were not satisfied, but made the surface of the road a glare of ice. Sometimes nature brought this condition about by a rain storm which cleared with a cold northwest wind that froze the surface of the road instantly into a glare of ice. If the rain did not come the lumbermen restorted to other means and many of the camps had sprinklers, such as are used on city streets, and they sprinkled the road at night until the surface was of ice.

With the roads in this condition a pair of horses would step along at a lively pace with a dozen or twenty huge logs chained on the sled where the road was fairly level or the grade favorable. On the pitches, however, no ice was wanted. Everything was done to retard the progress of the heavy loads as much as possible. The snow was shoveled off and earth, boughs, manure and other stuff was thrown on what snow remained so that the heavily loaded sleds would not slip and run on to the horses, or put too severe a strain on the snub line. The curves in the road, if there were any, were barked up as much as possible to prevent the sled from slewing in going around them and upsetting the load of logs or breaking the chains which held the logs on the sled.

This is the way in which the snub line came into play: It was a hawser, three inches thick and of a length to coincide with the length of the pitch on which it was used. The most common way of using the snub line was to have a line about twice the length of the pitch. At the top of the steep incline a big tree was felled, leaving a stump about four feet high. The largest tree to be found was always picked for this purpose and the bark was then stripped from the stump from within a foot or two of the top, leaving it as smooth as an axe handle for most of its height.

When the teamster came to the top of the grade he stopped his team and jumped down. He took the end of the great hawser and passed it around the load of logs, making two half hitches so that when a strain was placed on the line the hitches slipped and the noose drew tightly around the load. Then he took the line and passed it around the stump three or four times, shoving the coil down as near the bottom of the stump as possible, clucked to his horses and took up the slack. He then jumped on the load of logs and started down hill. The friction of the folds of the big line on the stump was sufficient to hold the load back off the horses while the weight of the line which passed up the hill to the stump was enough to prevent it paying off the stump too fast.

The driver stood upright on his load and watched the straining hawser with the eye of a hawk. After a snub line had been used for some time it became as smooth as glass by the friction on the stump. Sometimes it caught a sharp piece of wood and a few strands were cut. These broken strands untwisted as a coiled spring and when the strain was thrown on the line the break grew larger with amazing rapidity. When one of the big strands broke, the teamster knew it by the convulsive flip of the line and was on the alert at once. If the line broke he yelled to his horses and sent his whip stinging about their heads. The intelligent brutes instinctively felt their danger when the line snapped, and throwing themselves forward in their collars they started in a race with death down the hill-side.

The driver stuck to his post as long as he could and did his best to guide his steeds. He was comparatively safe for he could jump at any time without much danger, into the deep snow. Not so with the horses, however. The great swaying load of logs went after them almost as fast as they could run even though they were not harnessed to the sled. All the frightened animals could do was to keep their feet and do their best to keep the load from running on to their heels, or leaving the road to crash into the trees and take them with it. If one of the horses fell or anything about the sled broke, it was all up with the poor brutes. Sometimes the swaying of the load

would break the chain which held the logs on the sled and let the sticks go shooting out over the heads of the horses, perhaps catching the teamster unawares also, and crushing him into a shapeless mass.

The breaking of a snub line did not always have a tragic result. It was the miraculous escape of the teamster and

horses that the men liked to tell about afterwards.

It often happened that the teamster guided his flying steeds and their swaying load down over the steep hill and brought them to a stop after a mad rush of a quarter of a mile or more, covered with lather and with their sides heaving and their nostrils distended, but victors in the race with death.

In the above method of using a snub line, one end of it passed back up the hill while the end attached to the load was going down. By this method one end of the line was always at the top of the hill and the teams were saved the trouble of carrying the line back up the hill. This method was practicable on most hills, but there were places in the woods where the grade was so long and steep that another method had to be adopted. This other method while seeming safer was, as a matter of fact, fraught with more danger to men and horses than the first. The big line was made fast about the load as it was in the first instance and two or three turns were taken around the stump. The rest of the line was coiled up a few yards away. The teamster started his horses down the hill and two men took the slack end of the line and payed it out gradually as the load descended, always keeping the line taut and running around the stump as smoothly as possible. men wore mittens with thick leather palms so they could grip the line without having their hands torn and blistered by the line passing through them. If the line got the better of them they had a way of checking it by using a lever to throw the line harder against the stump, increasing the friction and checking the load.

Sometimes the snub line got the better of the men handling it and instead of paying out smoothly went by jerks getting from four inches to a foot of slack at every jerk. When this happened there was trouble in store for somebody unless the men could stop the line with their lever. Every slip of the line sent a thrill through the whole length and set it to swaying and vibrating just as the violin string vibrates when the bow is drawn across it. This made a great strain on the line and if there was the slightest imperfection in it, it was liable to snap, or, in its gyrations, it might get the better of the men and run through their hands so fast that the leather palms of their mittens would smoke and they would have to drop it to save themselves. They would send a shout of warning down to the teamster and another race ensued, with life or death tossing a coin to see which would win.

There were times when it was not necessary to use a snub line at all, yet the sled was kept from running on to the horses. This was by using a log chain to trig the runners of the sled. The heavy log chain was wound around the sled runners so that as soon as the load started, the chain was drawn under the iron shoes of the runners, cutting into the road so that it impeded the progress of the sled. Many teamsters considered the log chain the best thing to be used under most circumstances, but the use of the chains made havoc with the roads. Then again there was a possiblity of there being a flaw in the chain, which would break it when cut into the ground or struck into a rock, jeopardizing the lives of men and horses. There were some places in the woods where the logs could not be hauled in at all and then resort had to be made to long sluices or slides. Then again on a side hill a few trees were cut away to make a wide path and the logs just rolled down the incline. It was a thrilling sight to see such great sticks go tumbling for hundreds of feet down the mountain side and stopping at the landing below. Lumbering was a picturesque occupation in any of its phases, but there was probably more of the picturesque in

the work above described than in any other unless it was the thrilling work of driving and jam breaking.

To write the history of the lumber industry of any region is a difficult matter, involving much research, much compilation of figures and assembling of facts; yet the man who writes plain prosaic history has a comparatively easy task compared with that of him who would attempt to picture in words the thrilling romance of the lumber camps and mills. The forest itself is in the highest degree poetic. It may be it is this that caused its conversion to be accompanied through each stage by quaint and unusual circumstances. Life in the forest is itself the antithesis of life in the city. In town people come in contact chiefly with each other and with man-made institutions, but the toiler in the forest is akin in freedom to the beasts and birds that inhabit it. He feels an independence and self-dependence he would not experience in a crowded town. He is very near to nature. For that reason the physical appeals to him more than the mental and the natural result is the production of men mighty in form and spirit. The element of danger which accompanied all work in the woods also served to strengthen the character of the woodsmen. The lumber industry in Pennsylvania has witnessed the death of hundreds of unnamed and unknown victims in the lurking dangers of the forest, many of whom met their death in a heroic way.

It would be well if those who sit well housed by the lumber that was sawed in Williamsport would occasionally give a sympathetic thought to the men of the woods who, inspired by no greater purpose than to make a living, but at the risk of life and health, brought the trees to the mill and the lumber to market and made possible the comfort of many millions.

On March 13, 1803, there was born in the little village of South Market, Rockingham County, New Hampshire, a baby boy who was destined to have a far-reaching influence on the destiny and material development of the little hamlet of Wil-

liamsport on the West Branch of the Susquehanna River in Lycoming County, Pennsylvania.

This baby grew to manhood in his native village, his school and farm life ending at the age of seventeen, when he began to learn the millwright and machinist trades. After mastering the details of the business, he followed it for several years in New Hampshire, a part of the time on his own account. In 1830 he removed to Philadelphia, where he engaged in erecting a calico print works. After the completion of the plant he worked in the factory as a journeyman for three years and then became a member of the firm which bought the plant on borrowed money for \$46,000 which was repaid in four years.

The name of this man was Major James H. Perkins.

In 1884 Major Perkins sold out his interest in the calico print works to his partner and retired from business with what was then regarded as a snug fortune. Finally, becoming tired of inactivity, he came to Williamsport. After looking over the ground, he decided to enter the lumber business and, therefore, in 1846, he purchased what was known as the "Big Water Mill," which was located at what is now the foot of Locust street, Williamsport.

The mill had not been a success under its previous management, but Major Perkins went vigorously to work and soon built up a paying trade. He inaugurated a system of cash payments for labor, not in vogue in this locality at that day, and his immediate ruin was predicted by many who looked askance at such an innovation. But with sturdy determination he followed it up by raising the wages of his employes and, although it was everywhere asserted that his speedy failure would soon follow, his experience and sound judgment backed by ample capital, finally convinced his neighbors that his course was a wise one and that he knew what he was doing. He operated the water mill for several years and then sold it and erected a steam mill at Duboistown which he carried on for about fourteen years.

And then came the step that meant so much to Williamsport and its industrial future. As long as the business was confined to getting the timber off the surrounding mountains and sawing it into a merchantable product, the process was easy. But when the timber began to be exhausted in the immediate vicinity of the mills and the lumbermen were compelled to go further up the river for it, a method of getting it to the mills, without so great expense as to make it prohibitive, became imperative. Cheap methods of transportation had to be devised or the business abandoned.

It was then that Major Perkins conceived the idea of the log boom. And what a magic word that appellation "boom" became! All of Williamsport's future greatness depended upon it. All its present development and splended prosperity centered around that little word. It was the keynote of the city's arch of progress. It was the foundation of Williamsport's lumber industry which so expanded in the years that followed that the city became the center of that business in the United States and one of the largest lumber manufacturing cities in the world.

But again Major Perkins was met by opposition. When he proposed that the other lumbermen should join him in the expense of building the boom he was informed that they did not consider the scheme feasible. A man of different calibre from Major Perkins would have given up the project. But not he. He came of that sturdy New Hampshire stock that had helped to win the war of the Revolution and his will was as strong as the everlasting granite of his native state.

After all the efforts to secure the co-operation of his fellow lumbermen had failed, with characteristic enterprise and unflagging confidence in the plans he advocated, he finally offered to build a boom at his own expense, if the residents of this locality would petition the legislature for a charter for a company. This very liberal proposition was accepted and he went to work, as he had agreed to do, and constructed the first boom in the West Branch of the Susquehanna River, opposite Jaysburg at

the mouth of Lycoming Creek above Goose Island, at his own expense. It was completed in March, 1849.

It is probable that the idea of a boom in the river to catch logs was not original with Major Perkins. Booms had, no doubt, been used before for this purpose and he was simply putting in operation something that had been used before in his native New England. At all events the scheme was new to his associates and to that extent he was a pioneer. It was due to his indomitable will and perseverance that the boom became a possibility and the future of Williamsport assured.

Major Perkins acquired his military title from his connection with the Twenty-fourth Regiment Pennsylvania Militia of which he was elected Major while a resident of Philadelphia, in 1842.

The river soon became the great artery with which Williamsport was supplied with its life blood. The logs were floated down from where they had been cut in the woods and caught in the boom from where they were rafted to the various mills to be sawed into lumber.

John Leighton, a practical lumberman from Maine came here with Major Perkins and the two soon saw the possibilities in building a boom. The location possessed all the essential requirements for such a project.

What is known as the "Long Reach" between Williamsport and Linden formed an excellent harbor for the logs, the high mountain ranges on the south side of the river formed a natural barrier to the overflowing of the logs when once they were brought within the enclosure of the boom and the bend in the river at this point and for miles above, naturally drew the logs to the south side of the stream; and the fact that there was little fall in the river for miles beyond prevented the possibility of swift currents during low water stages.

Without some arrangement of this kind to secure the logs until they could be manufactured into lumber it would have been useless to build mills. What few could be floated down the river had to be watched all the time and even then many escaped. In those early days the method of securing logs was by means of small boats, from which the men operating them fastened the floating logs together in the form of rafts. To prevent these logs from escaping in the night time, these pioneer lumbermen had recourse to a simple expedient. Large fires were built along the bank of the river and other fires on flat boats anchored in the middle of the stream and men were stationed at several points to catch the logs as they came down the river. The work was hard and dangerous. This was the method employed until the advent of Major Perkins.

Soon after their arrival and, the preliminaries having been settled, Major Perkins and John Leighton began the erection of the structure that was to play such an important part in the future development of Williamsport. By March, 1849 they had completed the construction of two temporary booms with sunken cribs, one at Goose Island above the mouth of Lycoming Creek and another nearly opposite the point where the lower end of the final boom was located. After this the logs which were cut up the river were rolled into the stream and left to float freely until caught in these booms. The flood of 1849 subjected these structures to a very severe test, but they stood it all well enough to convince the most skeptical lumberman that a permanent boom that would withstand all floods could be built.

The Susquehanna Boom Company was incorporated by act of legislature of March 26, 1846. The original stock consisted of 100 shares of the par value of \$100 each and was subscribed for and issued to the following stockholders: John DuBois, 25 shares; Mathais DuBois, 25 shares; Isaac Smith, 20 shares; Elias E. Lowe, five shares; James H. Perkins, 24 shares and John Leighton, one share. There was no organization under the act of incorporation until November 5, 1849, at which time a meeting of the stockholders was called for that purpose. John

Leighton was called to the chair and Elias E. Lowe was elected secretary.

On the day after the organization arrangements were made to accept proposals for building 12 cribs, five to be completed in the spring and the others in the fall. More cribs under a contract of December 8, were put in and the structure was complete enough to hold all the logs that came down the river the following spring.

The Loyalsock Boom Company was organized a few months after the Susquehanna Boom Company for the accommodation of the mills below the dam and trouble soon arose between the two companies, the most important cause of which was the charge imposed by the upper boom company upon the logs of the lower, which passed into its boom. Trouble arose, too, about rope. No cribs were built by this company until 1855-1856. Difficulties continued until the winter of 1857-1858, when the two companies petitioned the legislature to allow them to merge, which was done. The officers of both companies resigned and new ones were elected. An amicable agreement was made as to the value of the property of the lower boom company.

While to Major Perkins must go the credit of having originated the idea of building the boom and visioning its latent possibilities and to John Leighton must go the credit of actually building the structure, yet it was the far-reaching foresight of Peter Herdic that eventually made it what it became and it was through his energy that the boom put Williamsport on the map.

Although the Susquehanna boom was a structure of vast importance to the lumber industry and meant so much to Williamsport, the actual construction of it was a simple matter. Large cribs were sunk in the river, extending from the shore up stream in a diagonal line to near the middle of the river. To these cribs were fastened large and heavy timbers, reaching from one to the other. These timbers could be loosened

at the lower end to let the logs float out. On the other side of the river similar cribs were sunk, but in this case they extended down stream to the middle of the river and were also joined by heavy timbers. This was known as the sheer boom and its purpose was to sheer the logs which floated down on that side of the river over into the main boom on the other side of the stream where they were caught and held.

Several subsidiary booms were built at various points up the river until the structure extended as far west as Linden, a distance of six miles, and was capable of holding 300,000,000 feet of logs.

Each lumberman had a certain designated mark or marks which were stamped in several places in each end of the log after it was cut in the woods. The marks were stamped with a heavy iron and were clearly distinguishable. The marks adopted by the lumbermen were registered with the boom company and also in the office of the prothonotary of the county. This was required by a provision of the company's charter.

When the logs were floated down the river and caught in the boom, they were held until the time came to start up the mills. The employes of the boom company then loosened the timbers attached to the crib at the lower end, several of them being opened up simultaneously, and the logs were floated out. As each log was stamped with the owner's designation, those belonging to his particular mill were turned over to his employes who rafted them together and towed them to where they belonged. The rafting out was accomplished as quickly as possible so as to avoid the chance of the logs being swept away by high water which was an ever menacing danger to the industry. Each mill was provided with a large basin or pond into which the logs were run either by towing them down the canal or by jacking them up an incline from the river and thence down into the basin by means of another incline. This was accomplished by means of a steam mill built for that purpose and which was known as a "Jack Mill."

It was not long before Peter Herdic began to see the possibilities of the log boom and proceeded to get control of it. This was soon accomplished and then he set out to have the charter strengthened by act of legislature and a higher price fixed for

catching and rafting logs.

This was finally fixed at one dollar per thousand feet on all logs rafted out and turned over to the owners. As 300,000,000 feet were caught in some seasons it can be readily seen that the profits were enormous. Then, too, the company had another large source of income. It frequently happened that logs got away up the river, from one cause and another, before they could be properly marked, the principal one of which was a sudden rise in the waters of the small streams on which the logs were banked. As they were caught in the boom, a provision in the charter of the company gave them to the boom company. At frequent intervals efforts were made on the part of the lumbermen to have the boom tolls reduced, but as Herdic and the Pennsylvania railroad practically controlled the legislature, and could always depend upon reciprocal help when they wanted anything, all these efforts proved unavailing.

### CHAPTER XXX.

## LUMBER INDUSTRY, CONCLUDED.

COST OF LOG BOOMS—PETER HERDIC ACQUIRED CONTROL—IMPETUS TO LUMBER BUSINESS—RIVER USED FOR TRANSPORTATION—DAMS CONSTRUCTED—DAMAGING FLOODS—GREAT LOSS OF LOGS—KINDS OF SAWS USED—IMPLEMENTS IN USE—TYPE OF MEN EMPLOYED.

As the boom was frequently damaged by floods the cost of repairs was quite high. The expenditures for this purpose during the boom's existence amounted to about \$1,500,000 and the

annual cost of repair was \$40,000.

From the time Peter Herdic acquired control of the log boom down to the time that the lumber business began to wane on account of the supply of timber being exhausted, it was one of the most important industrial operations in the state and the forerunner of many similar structures in different parts of the United States. Wherever there were lumber operations and a river or stream in which logs could be floated, booms were built for the purpose of getting timber to saw mills.

After the boom was erected and it was found to answer the purpose for which it was designed, a fresh impetus was given to the lumber business. Many of the mills were large and well equipped with expensive machinery. Every modern improvement was introduced by the manufacturers until the mills of Williamsport came to be recognized as taking rank among the largest, finest and best equipped in the United States.

The lumber yards were often devastated by fire and mills destroyed, but the latter were quickly replaced and fresh lumber manufactured. The fire insurance rates were so high as to

be almost prohibitive.

It was around the old boom that all the feverish activity of the lumber days revolved. It made possible the employment of an army of men and the paying out of enormous sums in wages which redounded in large measure to the prosperity of Williamsport merchants.

Before the days of the stage coach, canal and railroad the only method of getting merchandise to Williamsport was by poling it up the river in flat boats. The canal largely superseded this method and when it was built it became necessary to erect a number of dams in the river in order to flood the water highways. One of these dams was located near the foot of the present Hepburn Street in Williamsport, but when Herdic got control of the boom it had so fallen into decay as to be practically worthless. It was absolutely necessary to any successful operation of the boom to have a large body of still water which always remained at a certain stage to hold the logs afloat. The old dam was built about 1838 on what was known as "Culbertson's Ripples" opposite Duboistown. It was built of brush and stones and furnished the "head" to run the old Culbertson mill.

In 1854 Peter Herdic built another dam almost on the same site. It consisted of three rows of oak piles driven quite close together. The center row was of considerable height whilst the other two were lower. They were all capped with timber, draw-bolted together and then sheeted with plank. The piles had to be fitted to their lower ends with an iron socket with a steel point, so as to enable them to penetrate the shell rock in the bed of the river. This dam was afterwards replaced by the present structure which was built in 1867 and is still in reasonably good condition.

The great danger to the booms were floods and high water which were of frequent recurrence. They were a constant menace and there was no way to guard against them except to get the logs out of the boom as quickly as possible after they were caught.

The first mishap of this character after the consolidation of the two boom companies came in 1860, when the structure was broken and at least 50,000,000 feet of logs were carried down the river. During the ensuing summer fifty-four new cribs were erected and the boom greatly strengthened. In the next year, however, another flood, almost as damaging as the first, occurred. When it was at its height the Lock Haven boom broke and a mass of logs was precipitated against the Williamsport boom with irresistible force. The loss was heavy but the damage was repaired in time to secure the logs the next season. The experience of the company gained during these floods showed them where the boom could be strengthened and they straightway had it done.

But the culminating catastrophe came with the flood of 1889. The boom was broken while it was full of logs and about 300,000,000 feet were carried away. Thousands of logs were swept down to Chesapeake Bay and the shores of the river between Williamsport and the bay were strewn with logs and sawed lumber. Many of the mills were also carried away in this flood. More than half of the logs were recovered and great mills were erected all along the river to manufacture them into lumber. This flood entailed a heavy loss but the boom was quickly repaired and many of the lost logs gathered up.

This was the beginning of the end. In only a few years more the lumber industry became a thing of the past and today there is not a single saw mill in Williamsport where at one time there were in the neighborhood of thirty. The old boom is now only a memory but while it existed it was a potent factor

in the material prosperity of Williamsport.

Down to the year 1852 the saw mills of Williamsport were operated with one saw known as a "muley," which could only saw out one board at a time. In 1822 Nehemiah Shaw, who then operated the old "Water Mill," went to Fort Edward, N. Y., and there had built, under his personal directions, a flat or rolling gang which consisted of a number of saws set one inch apart or at whatever distance the width of the board to

be sawed required. This "gang" he had set up in the old water mill after bringing it to Elmira by rail and from there to Williamsport on sleds. It was the first improved iron gang ever introduced here.

The evolution of the saws for cutting boards was a gradual one. The first saw used in the lumber business was what was known as a sash saw, which was simply a properly toothed straight band of steel, strained taut by a rectangular frame or sash and this sash gave an upright movement. The sash saw was succeeded by the circular saw, which was a disc saw with teeth on the edge. It was mounted on a shaft which was given a rotary motion by gearing or belting operated by a water wheel or steam engine. Next came the muley, which was a single saw set in two frames, one above and the other below, and sawing out one board at a time.

The process of sawing logs by means of these various kinds of saws was a slow and laborious one. This eventually led to the adoption of the gang saw, which was the process generally used in Williamsport mills until nearly the close of the lumber industry. The "gang" consisted of a dozen or more saws set in parallel rows, spaced equal distances apart and which cut the whole log into boards in one operation.

The acme of perfection in saws, however, was finally reached in the adoption of the band saw, which had been known for many years but whose general use was delayed by the difficulty of making saws which would endure under severe service.

The band saw mill consists of a frame or standard carrying two broad faced wheels mounted one above the other. Over these wheels a continuous band of steel works exactly like a belt between two pulley wheels. This steel band is the saw, and the logs are fed endwise against its toothed edge by traveling carriages. Indeed, this was the method of feeding the logs against the saws in all of the types used at various times. A single band saw was capable of sawing out as high as 30,000,000 feet of boards in a year.

It is a natural inference that any of the tools and implements used in operating the Susquehanna boom were peculiar to that institution. Some of them were of the same character as those used in other branches of the lumber industry, but others were wholly distinctive. The unique character of the operations required implements that were especially designed

for the work they were required to perform.

One of the most important of these was the pike pole. This was an affair about two inches in thickness and about twentyfive or thirty feet long with a sharp iron or steel point, with corruscations, at the end. The corruscations were for the purpose of enabling the pole to take a good hold when it was thrust into a log or piece of lumber. With it a log could be shoved around in any direction and, by reason of its length, it was possible to snag a log some distance away from the operator. It was always said that a new man on the boom could be singled out by the way he carried his pike pole. He almost invariably placed it on the right shoulder with the point to the rear. This was dangerous to anyone coming from behind, for, if one were not looking, he might run into the sharp point. The veteran "boom rat" always carried the point to the front so that he could see if it happened to endanger anyone walking in front of him. Furthermore, it was never carried on the shoulder, but under the right arm in the position that knight errant of old carried his lance. The pike pole was as necessary to the boom employe as the gun to the soldier.

Another important implement, perhaps the most important of all, was the cant hook. A workman without a cant hook was simply of no use at all. It was as necessary as a pick and shovel to a ditch digger. The cant hook was a tool about five feet long and three inches thick at the middle portion. It sloped down to a turned handle which just fitted the hand of the workman wielding it. It was not unlike, in shape, a fat baseball bat, but longer. It had at the lower end a sharp point like that of the pike pole and about a foot from the bottom was

fitted a curved hook, loosely hinged to the handle. By means of this implement, a log could be pushed about in the water in any direction or, by fastening the pointed end and curved hook, it could be raised out of the water or, if lying on the ground, it could, by the same means, be rolled over and over. With two men with cant hooks at each end of a log, it could be raised up as high as twelve to fifteen feet and placed on top of a log pile. Indeed, the things that could be done with a cant hook in the hands of a skilled lumberman baffles the imagination. So important was this implement regarded that, if a workman fell into the river as often happened, he was expected to come up with the cant hook in his hand.

Another tool of great importance was what was known as the Scribner rule. It is manifest that the boom company had to know how many feet of logs of a designated mark were rafted out of the boom in order to know how much to charge in tolls. To ascertain this a boom scaler was employed and in his operation he used a Scribner rule which was simply a long measuring rod with a sharp point so that it could be stuck into a log or piece of timber when not in use. It had a projection at the lower end so that it could be placed under the end of a log and held there. It was provided with a number of graduated figures and by measuring one end of a log, or both ends if it differed in thickness, the diameter would be indicated on the rule. This was a very convenient arrangement and saved much time in the measurement of the logs.

After a log was measured, a man who followed behind the scaler, carried in his hand what was known as a hacking axe which was made in the form of half a tube with a sharp cutting edge. With this implement two notches were cut in the log and this indicated that that particular log had been scaled.

Another instrument which was much in use, was what was known as a jay hawk. Frequently logs would escape during the operation of rafting out and to catch these before they got away and bring them back to the boom was the work of men known as "Algerines," who came out in boats and lingered around until one or more logs went afloat. As they were paid twenty-five cents each for catching these stray logs, it paid them to lose no time. They were, therefore, provided with several jay hawks which were in the shape of a hammer with a sharp point on one hammer-end and a hickory handle. The jay hawks were fastened to the stern of the boat with a small rope and when a stray log was reached, the rower leaned out with the jay hawk in his hand and drove it into the log and then started for another. In this way much time was saved by not having to tie each log to the boat when it was reached.

There were many other smaller implements, such as the keys for holding the chains on the timbers connecting the cribs, and the wrenches for unloosening them, the markers for outlining the notches to be cut in the timbers forming the cribs and

those of a less important character.

All workmen on the boom were, of course, provided with shoes or boots with spikes in the soles to prevent them slipping when riding a log or jumping from one to another which was often necessary. The business was a precarious one and full of dangers, but it was also full of thrills and held a fascination which, perhaps no other industry possessed.

Men employed on the boom came to like the work and it would have taken a strong inducement, indeed, to have made them give it up. It was a distinctive employment and required the possession of a cool head, alertness, presence of mind and

unerring judgment.

#### CHAPTER XXXI.

#### NEWSPAPERS AND PUBLICATIONS.

WILLIAM F. BUYERS ESTABLISHES FIRST NEWSPAPER IN 1801—LYCOMING GAZETTE—THE CHRONICLE—EARLY DAY NEWSPAPER MEN—THE GAZETTE PUBLISHES A DAILY—THE WEST BRANCH BULLETIN—GAZETTE AND BULLETIN CONSOLIDATED—A MORNING AND EVENING NEWSPAPER—PURCHASED IN 1926 BY THE SUN AND NEWS PUBLISHING COMPANY—OTHER NEWSPAPERS—THE GRIT, "AMERICA'S GREATEST FAMILY NEWSPAPER," A WEEKLY NEWSPAPER OF NATIONAL CIRCULATION—OTHER PUBLICATIONS—PUBLISHERS ASSOCIATION.

William F. Buyers established the first newspaper in Williamsport, the Lycoming Gazette, in 1801. It is still in existence. No copies of the first issue are known to exist, but copies as old as the year 1807 are in the possession of several people in the city. The Gazette and Bulletin of today is a continuation of the first newspaper in Lycoming County and has been in existence for over a century and a quarter. When the Lycoming Gazette was first published the county was young and sparsely settled, Williamsport was only a spot on the map and the men who inaugurated the venture possessed a confidence and faith that must have been sufficient to move mountains. There was scarcely enough population to warrant such an experiment but it must have succeeded for it has been continuously published from that time down to the present day growing in influence and popularity with each succeeding year.

Buyers continued its publication until 1808 when William Brindle became a joint owner with him. Brindle was a man of influence in the community, served afterwards in the war of 1812 and rose to the rank of General in the Mexican war. His prominence gave immediate prestige to the paper. Shortly after this Buyers disposed of his interest to Isaac K. Torbert. The firm then became Brindle and Torbert. Brindle and Torbert remained together only a short time when the former sold

out and Torbert continued to run it alone until 1819 when he sold out to Ellis Lewis, afterwards chief justice of the Supreme Court of the state. Lewis published it until July, 1821 when

he sold it to Tunison Coryell.

By this time the county had begun to grow rapidly as new settlers came in and the Village of Williamsport also became a place of some importance and the need of a good newspaper was generally recognized. August 1, 1823, Mr. Coryell sold the paper to Henry Miller and John Brandon. At this time the Lycoming Gazette was the only newspaper published in the northern tier of counties and it enjoyed a wide circulation. In August, 1827 James Cameron purchased Miller's interest and the firm then became Brandon and Cameron. Cameron held his interest only four months and sold to William F. Packer, afterwards governor of the state. This firm under the name of Brandon and Packer, published the Gazette until August 18, 1829 when Mr. Packer became sole owner. On December 19. 1832 John R. Eck purchased an interest and became sole owner May 11, 1838. He was born in Lycoming County and had learned his trade on the paper. He published it until July 13, 1837 when it was consolidated with the Lycoming Chronicle.

The Chronicle began publication September 26, 1829 with A. Boyd Cummings as owner and editor. On January 9, 1833, his brother, Alexander Cummings, succeeded him and on September 7, 1838 took into partnership Charles D. Eldred who was a practical printer. After the two papers were consolidated they were published under the name of the Gazette and Chronicle by John R. Eck and Charles D. Eldred until May 9, 1838 when Eldred retired. On June 20, 1838, Eldred again became associated with Eck, subsequently bought him out and returned to the original name of the Lycoming Gazette.

On August 3, 1840 C. W. Fitch purchased the paper and published it until February 7, 1842 when he took John F. Carter into partnership. This firm continued until May 7, 1842 when

Carter became sole owner.

John B. Beck, a prominent politician of his day, and afterwards a state senator, bought an interest and on March 4 he became publisher with Carter as editor. Hamilton A. Kerr became editor November 18, 1843, succeeding Carter, and continued to fill that position until August 17, 1844 when Charles D. Eldred again became a part owner under the firm name of Beck and Company. This association continued until June 24, 1848 when Eldred once more secured control. On February 17, 1850 Theodore Wright became associated with him and continued in that connection until February, 1851 when he became sole owner.

On February 17, 1855 James W. Clarke, a son-in-law of Governor Packer, became a partner with Wright and this connection continued until August 17, 1856 when Wright retired. Clarke published the paper alone for seven months and then sold it to Atwood and Wilson. Afterwards Atwood purchased the interest of Wilson and continued the publication until January 21, 1857 when it was purchased by James W. Clarke and William V. Higgins and conducted under name of Clarke and Higgins.

On September 24, 1865 the paper was purchased by Huston and Company the firm being composed of Charles T. Huston and Thomas Smith who were also owners of the West Branch Democrat. When they took over the Gazette they discontinued publishing the Democrat.

Down to this time the Gazette had been published as a weekly but the sleepy little village had at last awakened to its possibilities and had grown to be a city of 16,000 people and was still growing. In 1865 the county had a population of about 50,000. The time had come for the establishment of a daily paper in Williamsport and so, on April 9, 1857 the Gazette appeared as a six column four-page paper. A. E. Scholl purchased an interest on December 9, 1867 and the firm became Huston, Scholl and Company. On January 1, A. J. Trout bought out Thomas Smith and the firm then became, Huston,

Scholl and Trout. Down to this time the Gazette had been an evening paper but on May 20, 1868 it was changed to a morn-

ing paper.

A. J. Dietrick purchased the Scholl interest December 20, 1868 and the firm then became Huston, Trout and Company. Dietrick afterwards bought out Trout and then it became Huston and Company. July 22, 1869 Dietrick became the sole owner. John F. Meginness, the eminent historian of Lycoming County, was made editor and under this arrangement it was

published until November 22, 1869.

The West Branch Bulletin was started on the sixth day of June, 1860 as a semi-weekly by John H. McMinn and Rev. Cyrus Jeffries. It was the organ of the railroad interests and devoted itself largely to advocating the development of the West Branch Valley. It became a weekly November 7, 1860 when it passed into the hands of P. C. Van Gelder and John R. Campbell. January 31, 1861, Van Gelder became the sole proprietor and in October of the same year J. D. Wallace became one of the proprietors and chief editor. August 12, 1862 the firm was dissolved and Van Gelder again became sole owner and proprietor. On January 1, 1862, John A. Woodward purchased an interest and the firm became Van Gelder and Woodward. April 1, of the same year, E. W. Capron added a power press and a caloric engine to the equipment and became a part owner. It was then a six-column paper but was afterwards enlarged to seven columns. June 6, 1863 Woodward sold his interest to his two partners and the firm became Van Gelder and Company, who continued the publication until June 4, 1864 when J. B. G. Kinsloe purchased the interest of Van Gelder and the firm became E. W. Capron and Company. On August 3, 1868 it was changed to a daily and run as a campaign paper in the presidential election of that year. It met with so much success that it was continued as a daily enlarged to five columns and run until November 22, 1869.

Both the Lycoming Gazette and West Branch Bulletin, although passing through many different hands, met with success and were published continuously from the time they were started down to November 22, 1869. Then they were consolidated and became the Gazette and Bulletin under which name they have continued to appear down to the present day.

A stock company was formed for the publication of the paper from that time on with a capital of \$50,000. Peter Herdic was the principal stockholder, owning a controlling interest. E. W. Capron became editor under the new management, John F. Meginness, city editor and J. B. G. Kinsloe, business manager. Down to this time it had been a Democratic paper, but with the consolidation, it became Republican and has so con-

tinued to this day.

In a few years Mr. Capron retired and Mr. Meginness again became editor. In 1873 Peter Herdic purchased the Kinsloe interest and became the sole proprietor. There was no further change in the management or staff down to April 2, 1874 when Herdic secured the services of Charles E. Fritcher as publisher and James H. Lambert as editor. Fritcher had had considerable experience in newspaper work and at one time was associated with the famous Brick Poneroy. Lambert subsequently became a newspaper man of note serving on the St. Louis Times and the Philadelphia Press.

Down to this time the paper had been published solely in the morning but with the beginning of the new management it

began to publish both a morning and evening edition.

With the resignation of Mr. Lambert, John F. Meginness became editor again and John J. Galbraith became city editor which desk he continued to hold until 1872 when he was succeeded by James B. McMath. A short time after Mr. Fritcher acquired a controlling interest and then became sole owner.

A Sunday edition was started February 13, 1878 but, not proving a financial success, it was abandoned in May of the

same vear.

The paper continued to improve both financially and in circulation and for many years was the only daily in the city, December 27, 1887 a controlling interest was purchased in it by O. S. Brown and he secured sole control of it soon after. In November, 1889 John F. Meginness resigned as editor after twenty years continuous service to engage wholly in literary work to which he was greatly attached. He was succeeded by his son, Warren W. Meginness who served as editor for nineteen years, one less than his father.

The evening edition was abandoned February 10, 1890 and a semi-weekly edition was started and this was afterwards followed by a tri-weekly issue but with the coming of the rural free delivery, this, too, was abandoned. On March 5, 1892 the paper became a member of the Associated Press and since that time has been using news furnished by this organization over a special leased wire. In April 1894 James B. McMath retired after more than twenty years service on the paper and was succeeded as city editor by George S. Maxwell. He was afterwards succeeded by George Whaley and John Y. Chidester.

O. S. Brown died in January and the paper passed to his estate. It was published until October 12, 1909 with Howard Galbraith as business manager and Warren Meginness as editor. At that time W. R. Talbot became editor and Herbert R. Laird business manager. H. F. Richards was made city editor. On March 26, 1911, Elmer L. Schuyler succeeded Mr. Richards as city editor and on July 15, upon the resignation of Mr. Talbot, became editor with W. P. Clarke as city editor. On October 15, 1924 Mr. Clarke became associate editor, and A. Norman Gage, city editor. Mr. Gage resigned September 1, 1928 and J. Mark Good became city editor.

The Gazette and Bulletin was purchased from the O. S. Brown estate in March, 1926 by the Sun and News Publishing Company and was removed from its old location on William Street to the building of the Sun and News Publishing Company

at West Fourth and Hepburn streets. In November of that year it published its 125th anniversary edition of 96 pages.

In the year 1874 a tramp printer dropped into Williamsport. He had neither money nor friends but he did have skill and vision. He succeeded in getting a few friends interested and started the publication of a weekly newspaper called the Banner. It was Democratic in politics and was printed in what is now the Myers Building in Market Square. It began by attacking what it declared to be gross mismanagement and graft in the administration of city affairs. It was no respecter of persons and struck right and left. It proved a success from the start, so much so that on February 1, 1875, it became the Daily Banner. Down to that time the city had never had a Democratic Daily although the county was strongly Democratic in politics while the city was debatable ground.

July 8, 1870 Colonel Levi L. Tate had started the weekly Sun and Democrat which was published in the building at the corner of Pine and Willow streets back of the Court House. This paper subsequently passed into the hands of Henry M.

Wolf.

Meanwhile the Daily Banner had been sold to G. E. Otto Siess in 1879 and on February 26, 1880 it was purchased by Colonel Jacob Sallada, who had associated with him his son, Torrence Sallada. June 2, 1881 H. M. Wolf, Jr., and other members of his family purchased from Colonel Sallada a half interest in the Daily Banner and on June 20 of the same year the combined Sun and Banner was issued under that name for the first time. The need of a daily Democratic paper had been long felt both throughout the county and in the city and the success that followed the venture was not surprising.

Charles T. Huston, who was formerly connected as owner and publisher of the Lycoming Gazette and who had removed to Athens, Pa., was recalled to become editor of the Daily Sun

and Banner.

It is recalled that Dietrick Lamade, President of the Grit Publishing Company and Dr. W. P. Logue, one of Williamsport's prominent physicians, were compositors on this paper.

April 18, 1882 a stock company was formed and on July 7, 1884, James W. Sweely, who had been connected with the Williamsport Breakfast Table and other newspaper ventures in the city, secured a controlling interest in the company. He conducted it, both as editor and business manager, gradually building up the circulation and making it a paying proposition. While under his management, the name of Banner was dropped and the paper became the Williamsport Sun by which name it has been known ever since. May 9, 1894 the Sun plant was moved to the three story brick building at the northeast corner of West Willow street and Government Place, the old quarters in the Myers building having become inadequate.

Mr. Sweely died in January, 1894 and George E. Graff, who had been associated with Mr. Sweely as business manager, became general manager of the company. Eventually the space in the building at West Willow and Government Place became too cramped and a new site was purchased at the corner of West Fourth and William streets, and the modern and splendidly equipped building in which the newspaper is housed was erected. In the fall of 1912 the Sun purchased the Evening News and the name of the company became the Sun and News Publishing Company with George E. Graff as president. In 1895 it was found necessary to enlarge the plant and a two story brick building was erected in the rear of the main building in which is housed the press room and mechanical departments, including a 48-page press. In January 1927 it published an expansion edition of 128 pages.

In March 1926 the Sun and News Publishing Company purchased the plant and building of the Williamsport Gazette and Bulletin and moved it from its old site on William Street to the Sun Building where it continues to be published as a morning paper and the Sun as an evening one. The name of the com-

pany was again changed to that of Sun-Gazette with George E. Graff as President.

The history of Grit is a romance. It is one of the first and the only survivors of the great independent weekly newspapers. It has not only survived them but is constantly growing in circulation, influence and prestige. Probably the secret of its phenomenal success is its devotion to its readers, whose interests it conserves in every way it consistently can. To this end it has always employed the best talent its resources could command. Its history is the story of a local weekly becoming "America's Greatest Family Newspaper."

Grit is today a weekly family newspaper of national circulation. It is the life work of Dietrick Lamade, who as a printer was employed on it when it was founded in 1882. With three partners and \$1,250, of which \$150 was cash which Mr. Lamade had saved and \$1,100 money borrowed by him and his partners.

had saved, and \$1,100 money borrowed by him and his partners, the property was acquired in 1884, when he organized Grit Publishing Company. Grit had been founded as a Saturday literary edition of a daily paper, but Mr. Lamade purposed to

make it a family newspaper.

The first few years of Grit's existence as an independent newspaper were fraught with many discouraging circumstances. Capital was inadequate. Business was precarious. Prospects were not alluring. One by one Mr. Lamade's original partners sold their interests. Mr. Lamade alone had faith in ultimate success. In 1885 practically a new company was organized. Reorganization immediately resulted in greater enterprise, more energetic work, and real progress. In 1888 Grit attained a circulation of 27,000 copies a week.

A plot of ground was procured in 1889. In 1890 the erection of Grit's home was begun, and in 1891 it was occupied and dedicated. In order better to conduct the business, Grit Publishing Company was incorporated in 1892, linotypes secured in 1896, and a larger press in 1897. Grit still grew and in 1901 its plant was increased by the erection of a mechanical build-

ing and the acquisition of a still larger press, the original building being assigned to the executive departments of the organization.

Coincident with the development of the newspaper was the building up of the commercial printing and engraving departments. The first was essential to Grit's publicity campaigns, as well as to meet demands of the public; and the latter to the illustration of Grit, illustrations from the first being a distinctive feature of the paper. In 1905 commercial printing, which had by its excellence attracted a large clientele, was provided a separate building, which gave Grit a complete plant, modern in every respect, fully equipped with the latest and best printing machinery, and having a total floor space of approximately 50,000 square feet. This plant was supplemented in 1924 by the erection of a storage paper warehouse of 250 tons' capacity. In 1925 there was further installed another modern 48-page newspaper press, this equipment having become necessary by the continuously increasing circulation.

As Grit's circulation extended to new territories there were created editions to carry news of particular interest to them and as circulation increased in the aggregate new departments and features of appeal to the home were added, including the best fiction obtainable which was published in Grit's Story Section, a supplement to the main paper. Special processes of printing the illustrations were employed and attention constantly devoted to the typographical appearance of the paper, resulting in the production of what has been conceded to be the best printed weekly newspaper in the world. With all there was gradually built up a strong organization within the office, supplemented by another outside, comprising contributors, photographers, and news gatherers, such as few other papers can boast. The majority of the members of Grit's organization have been with it from ten to more than forty years.

When Mr. Lamade secured control of Grit, he announced that its purpose was "to inform, instruct, and entertain." This

purpose has been rigidly adhered to, and, coupled with effort to maintain a high moral standard, has largely insured the wide circulation of the paper. Its average circulation in 1928 exceeded 375,000 copies per week. Another policy which counted for much is "the reader always comes first," a preference that has without exception been demonstrated by the pages of the paper. Politically and otherwise independent, Grit's frank and unbiased editorial opinion has won and retained the confidence of its readers, while its many exclusive features have always exerted an elevating influence.

Grit has personality. It is not merely unlike any other newspaper, but has a positive individuality, impressed as it always has been by the ideals of its directing head. Through long association those ideals have been firmly fixed in the minds of those charged with the immediate production of the paper, thus insuring harmony of thought and action. And this also is true, Grit Publishing Company has become an institution in that it produces not only the best illustrated weekly newspaper for the family in the world, but also the best trained men and women in all departments of newspaper publication. In Williamsport, Grit is one of the city's most important enterprises, and for Williamsport it extends the widest publicity of all its products.

Such in brief is the history of Grit, an achievement in newspaper publication because of one man's conception of the possibilities of a weekly newspaper for the home, his faith in the common people, and in himself. By no means does he claim all the credit accorded him, but frankly and generously shares it with his co-workers. Both he and they look to the future of Grit, determined that it shall remain the best family newspaper

published, meriting a still larger circulation.

After E. W. Capron sold his interest in the Gazette and Bulletin to Peter Herdic in 1872, he became interested in the publication of a little afternoon paper called the Epitomist but it only lasted for a few months. It was followed by a ven-

ture on the part of J. J. Galbraith and W. R. Bierly to publish an afternoon paper called the Register. It started off with a rush but its existence was short-lived. The Times was edited and published by Alexander C. Wilson as a weekly and afterwards as an afternoon daily in 1877 but was not a success although Wilson was an accomplished newspaper man. He afterwards became an editorial writer on the New York Times and for ten years was manager of the Associated Press offices in London.

On April 4, 1875 the first attempt to start a Sunday newspaper was inaugurated in the appearance of the Sunday Times. It was a quarto with forty-eight columns. It was published by E. S. Watson, J. B. McMath and S. S. Hetherlin. Emanuel Andrews owned the mechanical equipment. Before the end of the year Watson and McMath retired leaving Hetherlin as sole publisher. It ran with varying success until the middle of the summer of 1878 when Watson again took charge, Hetherlin retiring. After a few months it ceased to exist.

A German paper, the Susquehanna Zeitung, was removed from Lewisburg to Williamsport in 1864. It was published by Karl Volkmar and was Republican in politics. At the close of the Civil war it became independent in politics. In 1872 Jacob Heilhecker became a partner of Volkmar and the two continued to run the paper until 1875 when Heilhecker retired and Volkmar continued its publication until his death when it was taken over by his son, William Volkmar, who published it until 1878 when he sold it to Carl Tewell who continued it for several years and it then died a natural death.

About the same time the Zeitung was started another German paper, the Sandbote came into existence. It was a Baptist publication and lasted about two years. In 1864 Jacob Heilhecker began publication of the West Branch Beobachter which had a precarious existence of about two years. In 1869 the National Democrat came into being and continued for three years when it was removed to Wilkes-Barre. In 1872 the

West Branch Beobachter was resuscitated by some Philadelphia parties and for a number of years was run by George Wolf.

March 7, 1879 the second Sunday newspaper venture was started by the establishment of The Breakfast Table by John G. Hammer, J. Willis Dietrick and S. Vin Derrah. In about a year J. W. Sweely became associate editor. A short time afterwards Sweely and Harry Sterner became the owners. The latter soon retired and Sweely continued it alone until May, 1887 when George S. Lenhart became the sole owner. In May, 1889 it was changed to a Saturday paper and continued to be published for a few years longer when it went out of business.

The National Standard, a Greenback organ was started in 1877 by Peter Herdic and was edited by J. W. Schuckers, who had been a confidential clerk of Salmon P. Chase when he was secretary of the treasury and afterwards became his biographer. The paper had an existence of about two years. Star of Hope, a temperance paper was begun September 1, 1877 by A. B. Tate and H. H. Shanks. In 1878 J. D. Wallace became the editor, Tate still retaining the ownership. W. C. Dickson was also associated with it for a time. It lived about a year and

then died a natural death.

The Keystone News, published as a literary family paper began publication in December, 1885 and continued until the following April. It was published by Elmer E. Burlingame and Noah L. Houghton was manager. The Labor Record was founded by W. M. Hoover in 1885 under the auspices of the Knights of Labor which then flourished in the community. In 1887 it was purchased by Dan Riley and he ran it until 1890 when it suspended. The Dental Reformer, a monthly, was started in 1888 by A. S. Rhoads and C. W. Huntingdon. It ran for two years and then quit. The Historical Journal, devoted to the recounting of local history and biography was published by John F. Meginness for a year and was then discontinued. The Pennsylvania School Monthly, a sixteen-page

quarto, devoted to educational interests in Lycoming County began publication in January, 1888. H. L. Brewer was the first editor with Fred Ruffhead as business manager. Professor W. W. Kelchner principal of the High School became editor, Ruffhead continuing as manager until the latter part of the year 1890 when it was sold to W. R. Leathers who ran it

until March, 1891 when it suspended.

The Item appeared as an afternoon paper March 21, 1888. The owners were E. F. Wolf, Robert Mulligan, Orlando S. Monts, Samuel Gerstenlauer, W. M. Hoover and Gustavus Guilka, all practical printers and they ran it on the co-operative plan as an independent paper. It continued publication until August when it was purchased by Elmer E. Person who ran it until 1889 when the Republican Publishing Company was formed. On May 18 of that year the name was changed to the Republican and on that date a weekly edition was established. John Bailey was business manager and H. L. Collins was editor. In October of the same year Bailey and Collins retired and John P. Dwyer, afterwards managing editor of the Philadelphia Record, became editor and business manager of the paper. H. L. Collins afterwards entered the journalistic field in Philadelphia and is now the well known "Girard" of the Philadelphia Inquirer.

The Republican was the first newspaper in Williamsport to build a complete establishment of its own in which to conduct its business. It was located at West Willow Street and Government Place and was afterwards occupied by the Williamsport The Republican continued in business until 1894 when it suspended. The News was immediately started by some of those who had been connected with the Republican. It was located in the building formerly occupied by the Breakfast Table on Pine Street below Third. It ran a morning paper for about two weeks and then became an evening publication. It

was subsequently bought out by the Williamsport Sun.

Ripples, an illustrated journal, was started in 1890 but had a brief existence of only about a year. The Industrial Union was started on an ambitious scale by the Farmer's Alliance, but after three issues it ceased to exist. Three months was the journalistic life of Vade Mecum, "a monthly journal of practical knowledge."

The Union was devoted to the interests of the labor unions.

It first appeared in 1891 and had a brief existence.

The Band World, a fourteen-page monthly publication, devoted to music and the interests of the Distin Musical Instrument Manufactory, made its appearance in December, 1891. It did not last long.

The Mirror, a sixteen-page quarterly, devoted to men's wear, was started in 1892. It was handsomely illustrated but had a brief existence. The Otzinachson, a monthly magazine devoted to literature in general appeared in April, 1892. It was sponsored by M. L. Fisher and H. B. Mingle. It lasted but a few months. The Index was started in April, 1892 as a prohibition periodical. It was published by H. T. Ames and Dr. C. W. Huntingdon, and is still in existence, appearing monthly under the management of Dr. C. W. Huntingdon.

Children of the Brave a monthly magazine of sixteen pages, was founded in May, 1892. It was published in the interest of Sons and Daughters of Veteran Soldiers, Sailors and Marines. It did not long survive.

The three Williamsport newspapers which are now published in the city are the survivors of a long list of other publications, some of which had a successful career but most of which were failures from the start. The list includes: Chronicle, Advertiser, Free Press, Freeman, North Pennsylvania, Jackson Democrat, Lycoming Democrat, Independent Press, Der Demokratische Burger, Lycoming Standard, Lycoming Democrat, West Branch Democrat, Epitomist, Register, Times Sunday Times, Susquehanna Zeitung, Pennsylvania Tribune, West Branch Beobachter, National Democrat, Star of Hope,

Keystone News, Labor Record, Recorder, Weekly News, Item, Republican, Statesman, News.

Some of these such as the Republican and the News were started in a political campaign for political purposes only but

were afterwards continued as regular newspapers.

The Pennsylvania Newspaper Publishers' Association, with headquarters in Williamsport, is devoted to the interest of newspapers throughout the state. It resulted in the consolidation of the Pennsylvania State Editorial Association, Pennsylvania Associated Dailies and the Pennsylvania Weekly Newspaper Association and through the efforts of A. W. Fell, of Williamsport, who was its general manager, its membership has reached 219. It holds conventions in January and during the summer, while regional meetings are held yearly, the state being divided into six districts for the convenience of members. After making it a success Mr. Fell resigned and William N. Hardy, of New York, was made general manager. Its other officers are: Col. C. F. Smith, Allentown, president; W. S. Livengood, Myersdale, vice president; Howard Reynolds, Quarryville, secretary-treasurer.

### CHAPTER XXXII.

### CHAMBER OF COMMERCE.

BOARD OF TRADE ORGANIZED—AFTERWARDS CHANGED TO CHAMBER OF COMMERCE—A SUCCESSFUL PROGRAM—ITS RECORD OF ACHIEVEMENTS—COMBINED WITH MOTOR CLUB—OFFICE IN LYCOMING HOTEL—PUBLICITY BUREAU—AN ACTIVE ORGANIZATION,

By the year 1885 it became apparent to those possessing vision that the life of the lumber industry was fast waning and that in only a few more years it would have passed into history. It was then, on December 15, 1885 that a few business men of the city got together and organized the Board of Trade, afterward changed to the Chamber of Commerce, for the purpose of securing other industries in Williamsport to take the place of the fast disappearing lumber business. A cash fund was subscribed and from that time to the present the organization has continued to function with splendid results. No indiscriminate effort was made to bring industries to Williamsport, but only those that were of a clean character and that would be manned by local labor.

The result has been most gratifying for while the growth of the city has been comparatively slow it has been substantial and permanent. During the lumber days Williamsport had thirteen industries outside of that business. Today it has 84.

With an excellent program already mapped out for the future, the Williamsport Chamber of Commerce is exerting every effort to complete the work on hand at the present time in order to prepare for bigger and better things. The Chamber works quietly but steadily, without ostentation, and only its biggest achievements are heralded in the public press. In many things it is forced to work quietly, as publicity at the wrong moment might spoil the results of many months of hard labor.

For this reason, many Williamsporters are heard to remark that the "Chamber of Commerce is not doing anything". People, however, after looking into the ground floor office in the Lycoming Hotel, where nothing is concealed, agree that the Chamber is doing something because the staff in the office is

always busily engaged upon some task.

Few persons have any conception of the great amount of mail containing inquiries about Williamsport, which the Chamber receives every day, and which must be answered promptly and accurately. No other agency or organization in this city is capable of handling most of this correspondence which often results in orders for manufacturers or merchants, yet many overlook this one minor feature in the daily routine of the Chamber.

"Why doesn't the Chamber of Commerce get us some new industries?" This question always pops up whenever the name of the organization is mentioned. Convincing a prospective industry that Williamsport or any other city, is an advantageous and economic location is no five minutes job, especially when hundreds of other cities are competing in an effort to land it. It is always a slow, and often a disappointing task, but the

industrial committee is always on the lookout.

"The Chamber of Commerce is keeping out industries," is another familiar cry, but upon the slightest consideration this statement appears preposterous. The Chamber has no means whatever of keeping out an industry which desires to locate in Williamsport, and if the industry in question is reputable and sufficiently financed, would not attempt to do so under any consideration. It has no power to bar the doors of the city against any incoming industry, and its untiring efforts in the case of the re-opening of the rubber company several years ago is conclusive proof that it welcomes anything of the constructive type.

Following out the old saying that a bird in the hand is worth two in the bush, the Chamber believes in encouraging the expansion of industries already established here, and of whose purposes and financial condition there can be no doubt. It believes that the expansion of such industries as the Lycoming Manufacturing Company, the Darling Valve Company, the C. A. Reed and Company, the W. R. Hoehn Silk Company, the Williamsport Wire Rope Company, and the Crooks-Dittmar Company, as specific instances, with their additions in plant and increase in workmen, is better for the city than the acquisition of some untried and unknown plant whose chances for success are uncertain.

During the past the Chamber of Commerce has been greatly interested in the installation, growth and development of the business courses in the University of Pennsylvania Extension School, and the engineering courses of the Pennsylvania State College, both of which are now firmly established here. Education of young men and women along productive lines means certain progress for this city, and every youth who ambitiously applies himself in these courses is bound to make himself more useful, and therefore more productive, to the industry or business with which he is associated.

The outlook for the future is rosy for Williamsport. The past ten years has seen an increase of almost 10,000 population. It enjoys a strategic and healthy location, and the people are contented. New homes and buildings are springing up all about and anyone with an optimistic outlook on life can see prosperity ahead for all. Williamsport will continue to grow and improve, and if the proper public support is given to it, the Williamsport Chamber of Commerce will lead the way to even greater things.

The record of achievements of the old Board of Trade and its modern successor, the Chamber of Commerce, can be pointed to with pride by citizens generally as the cause of Williamsport's present greatness, as well as the hope of future growth and expansion. Without the unselfish expenditures of time and money by these believers in Williamsport, this city

could not have made the gigantic strides of progress since the collapse of the lumber industry nearly forty years ago.

Older residents all remember when Williamsport was the foremost lumber city in the world, with more than thirty saw-mills lining the banks of the river here, cutting over 3,000,000 feet of lumber daily. This city was purely a "boom" town, such as those of the silver and gold mining towns of the west, de-

pending for its existence upon a single industry.

Williamsport, because of its favorable location midway between the hard and soft coal fields and its splendid railroad facilities, began a peaceful transition from a town of but a single industry to a city of diversified manufacturing interests. The record of the labors of these men, and their ultimate success, reads like a romance. They met with set-backs and learned by their own experience that industries which had to be "bought" were least likely to succeed, but by their tireless energy they brought victory, and Williamsport's progress was assured.

In later years the Board of Trade was probably the greatest aid in securing the annexation of the three new northern wards to the city, thus increasing the population by 5,000 at a single jump. All of the plans and ground work for this great forward step were laid in the Board of Trade offices, and its capable office force carried out the laborious details until the annexa-

tion was finally accomplished.

Another great forward step was the building of the Lycoming Hotel, promoted by the Chamber of Commerce, due to the recognized need of the city for a new hotel, and in view of the great amount of tourist traffic sure to come with the completion of the Susquehanna Trail. As a result, Williamsport is noted for its hotel facilities all over the United States; and this one addition has added to her fame as a great convention city, bringing into the city many thousands of dollars every year.

The Board of Trade was also instrumental in attracting the United States Rubber Company to take over and reopen the old

Lycoming Rubber Company property, which has since been greatly increased so that it now employs over 1,500 people. In order to care for the additional employes, Sawyer Park was established by the public subscription, and many new homes for rent or for sale at reasonable prices were thereby put on the market.

A need was seen for a new Y. M. C. A. building, and backed by the Chamber of Commerce, money was secured for the construction of one of the finest buildings of this type in the entire country. Its splendid facilities and dormitories have aided the youth of the city to grow in the right direction, thus assuring high calibre citizens for the future.

The Community Discount Bank, whose capital was also raised by public subscription, backed by the Chamber of Commerce, is being recognized more and more as filling a long felt community need, as it handles small loans at a low rate of interest, thus thwarting the "loan sharks" who grow rich upon the misfortunes of others.

These are only a few of the high spots in the accomplishments brought about by the public spirited men of Williamsport working together in an organization for the betterment of the city in which they live.

Williamsport motorists, as well as tourists from other cities, have facilities for securing road information and routes free of charge as a result of the consolidation of the Williamsport Motor Club with the Chamber of Commerce.

Part of this work was formerly handled by the publicity bureau and part by the motor club, but as directors of both organizations noted the duplication of effort, and saw that the two could be combined and run more economically under one guiding head and in the same office, they were combined early in the summer of 1925 and have since functioned as one united body.

Printed route cards to practically every city worthy of mention, going west as far as Cleveland, east as far as New York

City, north as far as Niagara Falls and Rochester, and south as far as Washington, may be secured free of charge at the Chamber of Commerce office. Road maps of many states are also on hand for free distribution.

Vacation hints may be found in the Chamber of Commerce offices in the form of booklets or cards from resorts and hotels all over the United States and Canada, while many trail associations furnish literature showing maps and reading matter about the section of the country through which their particular trail passes.

For the tourist who wishes to travel in comfort, the detour maps published every week by the Pennsylvania department of highways are always available. These maps show the detours on every road in the state outlined in red, with a description of the detour and its length. They are issued weekly, and are therefore up to date in every respect. In addition to the Pennsylvania detour maps, the motorists will find in the Chamber of Commerce office similar maps for New York, Ohio, and other detour information from New Jersey, Maryland and Virginia.

The Motor Club bureau also maintains special advantages for its members, furnishing them with copies of the Blue Book, making out detailed typewritten routes, maintaining a towing service and numerous other particular features in addition to the free services of the bureau. During the touring season the office, located on the ground floor of the Lycoming Hotel, is open from 7:30 every morning until 9 at night, Sundays and holidays included.

The publicity bureau works hand in hand with the Motor Club bureau, although it is the older of the two, and it carries on a great deal of actual publicity work in its business of getting the fame of Williamsport and the Susquehanna Trail spread throughout the world. During the past two years news articles have been prepared here and published in such nationally known publications as the New York Times, New York Herald-Tribune, Brooklyn Daily Eagle, Chicago Tribune, Phila-

delphia Public Ledger, Philadelphia Inquirer, Philadelphia Record, the now defunct North American, Baltimore Sun, Richmond Times-Dispatch, Harrisburg Telegraph, Buffalo Times, Toronto Star, Syracuse Herald, Syracuse Post-Standard, Rochester Democrat-Chronicle and Terre Haute (Ind.) Tribune, as well as many other smaller newspapers.

It has also secured publication of special articles and photo-

graphs in many publications catering to motorists.

Many Williamsporters are already familiar with the booklet "The Susquehanna Trail," published by the chamber and distributed to 80,000 motorists all over the world. This is a well-written description of the route, playing up both the scenic and historical features, two pages about Williamsport, and the balance made up of tours and routes, all bound into an attractive folder, the front cover of which shows a beautiful scene on the trail while the back cover shows a bird's eye view of the city.

At least 40,000 tourist courtesy cards have been printed and furnished to local industries and business houses free of charge to be sent out in the mail to their out-of-town correspondents, and nearly 20 per cent. were returned to the local chamber with requests for booklets and information about Williamsport and the trail.

The results of the work done by these two bureaus in advertising Williamsport and establishing a definite good will toward the city in its visitors are really astonishing. This city is getting the best kind of publicity of national scope, not only through the printed material either sent out from here or published in newspapers and periodicals, but also through the thousands of motorists who have been helped along with a route card, map or general road advice, and who reward the chamber by singing its praises to other motorists wherever they go.

Williamsport is just beginning to profit by this work, as there are still many who have not heard of the city's many advantages. With continued support, the publicity bureau of the Williamsport Chamber of Commerce can keep the city's name before the people of this country and the dividends, both in hard cash and good will, are sure to increase.

In an effort to prevent the sale of worthless securities in Williamsport and its vicinity, the William J. Burns International Detective Agency was employed by the Chamber of Commerce to investigate any stock selling proposition, which might come before it. As a result of this and the enforcement of the Pennsylvania Blue Sky Law, the amount of money taken out of this city on fake propositions has been cut down to an absolute minimum.

There is still much work to do in Williamsport, however, as there are many people who do not understand the scope of the investigations carried on by the Chamber of Commerce and the Burns agency. In one instance last spring the Burns detectives actually recovered several thousand dollars from some New York sharpers and restored the money to a Williamsport investor.

The motto of the securities investigation bureau of the Williamsport Chamber of Commerce is, "Investigate Before You Invest," and if every investor in Williamsport would consult either the chamber or his bank before he parts with his money, a great amount which would ordinarily be lost in fake schemes could be retained here.

There is no charge to anyone for any information given by the Williamsport Chamber of Commerce stock investigation bureau, and every case is treated confidentially. Persons desiring any specific knowledge of a suspicious, unlisted security should either call in person or telephone the Chamber. If the security issue in question is not listed in the card file, in the chamber offices, complete information can be secured from the New York office of the Burns detective agency in a short time.

Florida land investigations are also conducted under the head of this bureau, as well as other real estate schemes designed to separate ready cash from its owners, and accurate

information can be obtained on almost any proposition of this kind if the public will only make known its need.

How much this bureau has already saved certain residents of Williamsport in both money and anxiety can only be a matter of conjecture, and the chamber makes no attempt to estimate it, except that the total runs well up into the thousands. Every week some new scheme develops, and the chamber is always glad to make a thorough investigation without cost for anyone in Williamsport or the vicinity. The banks of Williamsport are working in conjunction with the chamber in this particular line, and many of them are taking advantage of the service for themselves and their clients.

Frequently, this bureau issues warnings in the papers of the city of certain frauds which are known to be heading this way, and of which it has received word from any one of its various secret agencies. Some of these are fake advertising schemes, which amount to practical donations, others may be real estate gambles and still others may be fake solicitations. Whatever may be the scheme to take money out of this city by other than legitimate means, the Chamber of Commerce is always on its guard, striving to protect the investors and to keep their money in Williamsport, where it may be used to promote our own prosperity.

In the year 1913, Don M. Larrabee, then secretary of the Chamber, put on an exhibit of "Made in Williamsport" products which aroused widespread attention and much local interest. The various industries installed specimens of the machines in use in their factories and turned out their products before the eyes of those assembled to witness the processes. Silks were woven, rubber shoes made and various other articles made in Williamsport were manufactured in the armory where the

exhibition was held.

## CHAPTER XXXIII.

# EDUCATIONAL INSTITUTIONS—THE W. J. BROWN LIBRARY.

FIRST TEACHER—OTHER EARLY TEACHERS—WILLIAMSPORT ACADEMY—A YOUNG LADIES SEMINARY—PUBLIC SCHOOL LAW OF 1834—SCHOOL LAW IN OPERATION—FIRST PUBLIC SCHOOL OPENED IN 1835—MODERN SCHOOLS—SCHOOL BOARD—DICKSON SEMINARY, SUCCESSFUL RECORD OF EIGHTY-ONE YEARS, COURSES—PAROCHIAL SCHOOLS—THE JAMES V. BROWN LIBRARY, OFFICERS—THE LYCOMING HISTORICAL SOCIETY.

When Michael Ross laid out the town of Williamsport he set aside a lot on the corner where the present court house now stands for school purposes. Robert Knapp was the first teacher in 1802. He was succeeded by Apollos Woodward, who was a man of considerable eminence. He was born in England and came to this country when a young man. He served with General Washington in the whiskey insurrection as an aide and it was for him that the famous "Woodward Guards" of a later day were named. He was coroner of the county and also an associate judge. He died at his home in Williamsport at the age of eighty-four.

Woodward was succeeded by James Watson and then Francis Graham taught in the old school house in 1812. He afterwards opened a private school of his own which was located on West Street. The log school house was abandoned about the year 1814.

In 1814 an academy with a very pretentious name was erected at the corner of Third and West streets. It was known as the "Williamsport Academy for the Education of Youth in the English and other Languages, in the Useful Arts, Science and Literature." It was built partly by the state and partly by public subscription. Michael Ross also donated the ground for this building. It was of a substantial character of brick

and octagonal in shape. It was managed by a board of trustees and the first principal was Rev. Samuel Henderson, pastor of the Lycoming Presbyterian Church, assisted by Thomas Grier, a brother of Justice Robert C. Grier, of the United States Supreme Court. Henderson was a graduate of the University of Edinburgh and was a man of high intellectual attainments. He was followed as principal by Justus Dart. He was a fine scholar and was very successful. He was followed by Francis Graham, a man named Blaisdell, F. M. Wadsworth, Richard Chadwick, James Teas, Isaac K. Torbert and Joseph G. Rathmell.

After the old academy passed out of existence two young women, the Misses M. A. Heylmun and P. Hall issued a prospectus for young ladies seminary in 1836 and started out with 72 young women. The school was continued for several years and then ceased to exist. One of its later teachers was T. T. Abrams, who afterwards became a successful lawyer in Lock Haven.

On the passage of the common school law in 1834 the old Williamsport Academy was sold and the money derived therefrom invested in a lot and building at the head of Academy Street north of the Pennsylvania Railroad tracks. This building at present constitutes part of the Dickinson Seminary structure. This venture proved to be a financial failure and it was sold to the town and used by it for school purposes for several years. Becoming again embarrassed for lack of funds the town council sold it to a board of trustees of the Methodist Church under the name of "The Trustees of Dickinson Seminary."

Nothing further was done in reference to the public schools, except to gather information and urge the passage of the public school act until February 9, 1835, when a committee was appointed to ascertain the number of school children in the borough. This committee reported 110 males and 67 females.

On the second Monday of May, 1835, one year after the public school law was passed, the first public school was opened

in the old academy building on Third Street. The question as to whether the schools should be continued was frequently raised in the succeeding years, many persons objecting to the payment of the school tax. The system weathered all storms, however, and was kept going, although at times the financial support was lukewarm. The schools had a precarious existence down to the year 1850. From that time the interest began to grow and has continued with increased momentum down to the recent day.

Today Williamsport has sixteen school buildings, some of them, including the high school, being of modern construction with every convenience and comfort that modern architectural ingenuity can devise. The city superintendent is A. M. Weaver, and the principal of the high school, J. E. Nancarrow.

In addition to the high school building, which was erected in 1914 at a cost of \$258,151.13, Williamsport, within the last twelve years, has built six new buildings, the Roosevelt, Junior High, 1921, at a cost of \$260,913; Andrew G. Curtin, Junior High, 1921, at a cost of \$262,019; addition to the latter, 1928, cost \$238,915; Thaddeus Stevens, Junior High, 1927, cost \$455,024; addition to the Abraham Lincoln School, 1926, cost \$118,841; J. Henry Cochran school, 1928, cost \$161,808. The Curtin school is now the largest in the city. It has an auditorium seating 900 persons, a cafeteria to accommodate 1,000 students, the largest gymnasium in the city, 32 class rooms to care for approximately 1,000 pupils and various other features such as shower rooms for girls and boys, library, shops and art rooms.

The school board is composed of George H. Dickert, Jackson M. Painter, Scott R. McKean, John A. Shoemaker, Edward L. Taylor, Dr. Alice Hughes and J. Fred Katzmaier. Edward L. Taylor is president and H. A. Sterner secretary.

The high school has a fine athletic field and practically all of the others are supplied with playgrounds and the accompanying equipment. Dickinson Seminary was founded on the ruins of the old Williamsport Academy and has steadily grown in usefulness and prosperity since its establishment. In the year 1845 steps were taken to enlarge the building and \$10,000 was raised for that purpose. At the same time five acres of ground adjoining were purchased. After the school was taken over by the Baltimore Conference of the Methodist Episcopal Church, Rev. Thomas Bowman was made president and Rev. B. H. Crever, financial agent. Two years later the east wing was built and the two joined by a central six-story building, with accommodations for over two hundred boarding students and as many day scholars. Since that time repairs and improvements have been made and new buildings erected which have greatly increased the capacity and added to the comfort of the students.

In September, 1928, the seminary entered its eighty-first year with the largest enrollment in its history.

Through all the years it has maintained high scholastic standards, sound pedagogical principles, and a wholesome moral and religious environment.

It affords advantages of a high grade Christian private school at a moderate cost to the discriminating people of Williamsport and vicinity.

It sends its catalogue to thousands of prospective students each year, bringing hundreds of such young people as students to the city, in this way advertising Williamsport, its advantages and beauties throughout the country and even in foreign lands.

Its physical assets, including a beautiful campus and six upto-date buildings have a valuation of more than \$600,000 and together with its endowment and annual income from the Methodist Episcopal Church, total an investment of nearly \$1,000,000. It offers the best at moderate cost and through the years has paid its way, at the same time improving and enlarging its properties.

Its faculty is composed of 25 college and university trained experienced Christian men and women who take pride in their



WILLIAMSPORT HOSPITAL



BROWN MEMORIAL LIBRARY, WILLIAMSPORT



work and a personal interest in the student and the reputation of the school. They live in the halls with the students so that it is easy to exercise personal oversight and maintain almost constant contacts. Small classes, careful supervision and enforced study periods make for high scholastic attainment.

It maintains the following courses:

College preparatory and English courses, preparing for all colleges and offering opportunities for those desiring a cultural course and not intending to go to college.

Business and commercial courses, offering shorthand, typewriting, bookkeeping, commercial law, commercial English, commercial arithmetic, salesmanship, accounting, banking, penmanship and office practice.

A strong music department, including piano, voice and violin. Its diploma is accepted by the best conservatories.

Art. This department holds the reputation of being one of the best equipped departments among the preparatory schools of the country. It maintains the highest standards of work.

The following courses are offered: Three year general art course, two year normal art course, three year course in illustration, two year course in commercial art, two year course in costume design and illustration, two year course in interior decoration, courses in art history and appreciation, mechanical art.

Expression. A three year course leading to a diploma.

Home economics. Courses in home cookery, household management, dietetics, home nursing, dressmaking, textiles, history of costume and dress design.

Athletics receive careful attention. There are tennis courts, bowling alleys, modern gymnasium, swimming pool, and a large athletic field. An athletic coach is employed for the boys and a physical director for the girls. Numerous scholarships and prizes for efficiency are also awarded annually. Rev. John W. Long, D. D., is president.

Since the passage of the common school law in 1834, with the exception of a few drawbacks the cause of education has made rapid progress—especially in the last ten years. The plan of holding county and city institutes for the benefit of the teachers was adopted in 1863 and has been continued to the present time with ever-increasing profit. The first institute was held in Muncy but now nearly every township, as well as the county and city in general, holds them at certain seasons every year.

In addition to the public schools in Williamsport there are a number of private educational institutions such as the Holy Rosary Parochial School, St. Boniface Parochial Free School and St. Marys Academy, St. Joseph's Academy, Williamsport Commercial College and School of Shorthand, Jewish Religious School, Pott's Shorthand College, Froebel Kindergarten and Primary School and an Expert Training School.

The James V. Brown Library of Williamsport, an institution founded and endowed by one of Williamsport's most energetic and progressive citizens, is not only one of the most valuable single possessions of the city, but one of the ranking libraries of the United States.

Situated but one block from the business center of the city, it is a costly French Renaissance structure built of white marble, the rotunda or main reading room rising 20 feet to the inner dome. The walls of the rotunda are of shaded green; marble statues occupy the niches formed by the pillars; the furniture is of solid mahogany and the trimming of green Alps marble. Not the largest, it is considered the most beautiful reading room in any library in Pennsylvania.

The library, opened to the public June 21, 1906, was a gift to the city by the will of James Vanduzee Brown, who died in 1904. Mr. Brown came to Williamsport in 1859, having been born in Hartford, New York, March 2, 1826. He accumulated his fortune chiefly in the lumber business. When his adopted

city was in financial straits, he came to its rescue by taking over its water supply system and furnishing sufficient capital to repair and extend it to meet the needs of the growing community.

The will of Mr. Brown bequeathed \$150,000 for the building, \$10,000 for the original stock of books; the spacious lot on which the building stands; his own collection of books, statuary and paintings; and, in addition, an endowment fund to consist of sufficient low interest, long term bonds to produce \$10,000 annually. The entire gift was estimated at between \$400,000 and \$450.000, or about one-half his entire fortune.

The library is governed by a board of trustees consisting of nine members. Five were named by the will and the other four are ex-officio the mayor of the city, the superintendent of schools, the rector of Christ Church, Williamsport, and one other elected every five years by city councils. The board, subject to the approval of the courts, fills vacancies occurring in its life members.

The original board was composed of the following: President, Orange S. Brown; vice-president, David A. Howe; secretary-treasurer, Edmund B. Piper, J. Artley Beeber, J. Clinton Hill, John F. Laedlein (mayor); the Rev. Edward Henry Eckel (rector of Christ Church); Charles Lose (superintendent of schools); C. LaRue Munson (elected by council).

Gifts and bequests of money, books, paintings, statuary and collections have been numerous, the most valuable of which was one of \$50,000 in 1925, by the will of the second president, David A. Howe, for the additions and alterations to the building which are under consideration, but which will cost \$100,000 to \$150,000.

The library operates three stations, one in Montoursville to the east, one in the western part of the city known as Newberry and a branch for the colored population of the city housed in the Walnut Street Y. W. C. A. In 1920 the people by a vote of the November election authorized a library tax to aid in the

maintenance of the library of 2.10 of one mill; and in 1927 by a vote of over 3 to 1, increased this rate to one-half of one mill. The library's present operating income, derived from taxes and endowment funds is about \$28,000; its annual circulation about 225,000 volumes. Its card holders number one in every four of the city's population; its annual loan of books is about five times the total population of the city.

Of the collections of the library which are of extreme value. some 43,000 volumes have been catalogued. Among its manuscripts are the first Minute Books of the county; the early tax sheets: the original "List of Taxables" prepared when the county was erected, and affidavits connected with the government of the county. Its newspaper files run back to 1807, and of more than half the issues no other copies are known to exist. Of its collections of local history, between 100 and 200 volumes are believed to be uniques. It purchased the entire library of John Franklin Meginness, the local historian and received as a gift both the clipping and local archaeological collection of Joseph Henderson McMinn, the local antiquarian, from his widow, Mrs. Emma E. A. McMinn. The collection of paintings left by Mr. Brown has been enriched by gifts of Mrs. Walter Shirlaw, Mrs. Emily Sanderson Carter, Mr. and Mrs. H. F. William Flock, Mr. Bruce Hunt, Mr. C. LaRue Munson, Mr. and Mrs. Edgar Munson, members of the Brown family and others. Working with the Lycoming Historical Society, it houses their collection and has itself acquired numerous articles and manuscripts of local interest. Its collection of books on Pennsylvania is noteworthy.

On June 30, 1928, the value of the library and its holdings was estimated to be \$748,705.68.

Since the presidency of Mr. S. Van Brown, who assumed office in 1925, and the reorganization of the board followed by an increase in the tax rate, the library has nearly doubled its work. When the enlargements to the building now contem-

plated are made, the James V. Brown Library will, in efficiency of service, rank with the first hundred libraries of America.

The library was organized by O. R. Howard Thomson, who was elected librarian in 1906 and still occupies that position. Mr. Thomson was, in 1907, elected secretary of the board. A full list of the trustees follows:

Orange S. Brown, president 1904-1908; David A. Howe, president 1908-1925; Edmund B. Piper, 1904-1925; J. Clinton Hill, 1904-1924; J. Artley Beeber, 1904-1912; Hon. Seth T. Foresman, 1905-1908; Rev. Henry Eckel, 1904-1905; Charles Lose, 1904-1914; C. LaRue Munson, 1904-1922; Hon. John F. Laedlein, 1904-1905; Rev. W. Northey Jones, 1905-1914; Hon. Charles D. Wolfe, 1908-1911; Henry D. Brown, 1908; Hon. Samuel Stabler, 1911-1915; S. Van Brown, 1912, president 1925, and still holds that office; Dr. Frederick W. Robbins, 1914-1926; Rev. Charles Noyes Tyndell, 1914-1924; Hon. Jonas Fischer, 1915-1916; Hon. Archibald Hoagland, 1917-1924; Hon. Hugh Gilmore, 1924-1928; John H. McCormick, 1923; William P. Beeber, 1924; Joseph G. Rhoads, 1926; John E. Person, 1926; Dr. A. M. Weaver, 1926; Rev. H. R. Bennett, 1924; Hon. Herbert T. Ames.

In addition to the gifts noted above the library has also recently received from Dr. John Cummin, of Boston, son of the late Hon. Hugh Cummin, for ten years president judge of Lycoming County, a collection of 150 rare books, including early presses and incunabula.

The Lycoming Historical Society is affiliated and works in conjunction with the J. V. Brown Library and has its rooms in the library building. It devotes itself to historical research relating to Lycoming County and has a valuable collection of relics and books and manuscripts. It holds six meetings a year and has published six papers on matters of historical interest. A seventh, a history of those who lost their lives in the World war, is now in course of preparation. Its officers are: Dr. T. Kenneth Wood, president; Thomas W. Lloyd, secretary; Charles W. Hill, treasurer, and O. R. Howard Thomson, director.

# CHAPTER XXXIV.

### WELFARE INSTITUTIONS—SERVICE CLUBS.

WILLIAMSPORT HOSPITAL—HOME FOR THE FRIENDLESS—YOUNG MEN'S CHRISTIAN ASSOCIATION.—YOUNG WOMEN'S CHRISTIAN ASSOCIATION.

The early and first conception of the Williamsport Hospital was born of necessity. It was the spirit of altruism that pervaded the desires of the organizers. It is the spirit that has ever been and is today the controlling influence and factor in the government of the hospital.

By resolution of the Lycoming County Medical Society at the May meeting, 1873, Drs. J. R. Crawford, Thomas Helsby and B. H. Detwiler were named a committee to look into the feasibility of establishing a hospital in Williamsport. This committee's favorable report was unanimously and promptly adopted. By decree of the Court of Lycoming County the Williamsport Hospital was incorporated August 30, 1873.

A three story brick building was purchased of George Hill for \$5,000 on time at eight per cent. The board authorized its purchase November 22, 1877. This building was located at the southeast corner of Elmira and Edwin streets. Then began the scurry for funds. J. H. Perkins subscribed \$500.

The hospital opened for business about April 1, 1878. A. F. Zahn and wife were placed in charge. They took entire care of the hospital and patients. They performed the work of cook, nurses, orderly and superintendent for the munificent wage of three dollars a week per patient. Peter Wolf succeeded Mr. Zahn, April 1, 1880. The physicians performed much of the duty of nurses, sometimes spending the whole night caring for the suffering. Dr. Jean Saylor Brown was very active and aggressive. She contributed the first hundred dollars to make necessary changes in the building and provide for an operating

room. The first hospital appropriation out of state funds was \$4,000, secured in 1881. The women of Williamsport gave active and generous assistance.

On November 9, 1881, Ritta B. Church, M. D., of Lock Haven, was elected superintendent and resident physician at a salary of \$250 per annum. Miss Griffith was resident nurse at \$1 per day. Dr. Church resigned April 10, 1893; she was succeeded by Miss Daisy B. Mann, March 28, 1899. Miss Mann served continuously until March 1, 1925, being succeeded by Dr. Castelaw.

Requirements soon exceeded the possible hospital facilities at the Elmira Street location, and the Holden property on Pine Street, now the Labor Temple, was purchased for \$14,700, and occupied as soon thereafter as possible, about May 1, 1885. The Elmira Street property was sold to the congregation of the First Baptist Church for \$5,000. It was about decided early in the year 1889 to make extensive improvement to the property. Then came the disastrous June flood. This quickly decided the future location of the hospital. A committee consisting of Hon. Robert P. Allen and Drs. Detwiler and John B. Nutt reported favorably on the purchase of three acres of what was then called Old Oaks' Park, for \$6,500. Their report was accepted and the present hospital erected at a cost of more than \$30,000 and was occupied September 10, 1891. The contagious ward was opened March 1, 1892. June 6, 1898, additional land was purchased east of the hospital. The nurses' beautiful home, a \$60,000 gift of Mrs. Ida Hays McCormick, was opened November 1, 1900.

Through the efficient work of the Ladies' Auxiliary aided by the splendid gift of Mrs. William M. McCormick of \$7,000, the children's ward was made possible. This was dedicated September 3, 1907.

October 27, 1900, additional land east of the hospital was secured. In 1907 the main building was raised fourteen feet, other much needed improvements made, and the kitchen and

dining room located on the third floor. In pursuance of the terms of the will of Mrs. Amanda Howard, widow of William Howard, who died in 1909, that her estate be expended by her executor in religious, charitable, educational and other benevolent enterprises, the "Amanda Howard Building" was erected at a cost of \$15,000 and dedicated in 1911.

In 1880-81, 54 patients were admitted. In 1924, 3,385. A total of 52,951 patients have been admitted since the hospital has been opened.

In 1881 the receipts were \$862.38. In 1924, \$126,935.87.

The problem of financing the hospital from its infancy in the seventies has been met and solved through the friendship and generosity of the people of Williamsport and north-central Pennsylvania. Great and everlasting credit is due to the Ladies' Auxiliary, not alone of Williamsport, but of the surrounding communities as well. In addition to the earlier gifts to the hospital, and numerous and repeated gifts down through the years by physicians and other friends of the hospital, special mention is made of the following: Mrs. J. A. Crawford, \$1,431 (1900); William Howard, \$5,000 (1901); T. D. Tinsman, \$500 (1902); Margaret Tinsman, \$500 (1903); John F. Carothers, \$24,670.80 (1907); Bedell Moore, \$5,000 (1909); Amanda Howard, \$15,250 (1911); White estate, \$1,000 (1913); Mary Hughes, \$580 (1918); Mrs. Mary A. Williams, \$3,100; Miss Rosetta Ulman, \$50,000 (1924). There are other large and generous gifts to the new hospital that are not yet of record.

The first board of managers was elected September 2, 1873, as follows: Drs. Samuel Pollock, J. A. Crawford, Thomas Lyon, Thomas H. Helsby, William R. Hull, Benjamin H. Detwiler, E. M. Alba; and Messrs. D. H. Herriman, James H. Perkins, E. B. Campbell, S. W. Starkweather and George W. Lentz. Eben B. Campbell was elected president, William R. Hull secretary and S. W. Starkweather, D. H. Herriman and Dr. J. A. Crawford executive committee.

The physicians who have acted as members of the board of managers from the beginning to the present board were: Drs. Samuel Pollock, J. A. Crawford, Thomas Lyon, Thomas H. Helsby, William R. Hull, Benjamin H. Detwiler, E. M. Alba, August Richter, J. P. McVicker, George D. Nutt, J. L. A. Burrell, Jean Saylor Brown, Louis Schneider, G. Alvin Hill, T. C. Rich, H. G. McCormick, John A. Klump, W. W. Hull, G. Franklin Bell, W. E. Glosser and H. J. Donaldson.

Department of nursing: The hospital has a three year course devoted to the scientific and practical training of nurses. The practical training of nurses is under the direct supervision of a staff of trained nurses and the medical and surgical staff. The following comprise the staff of head nurses: Misses D. B. Mann, L. M. Hipple, Gertrude Verry, Mazie Murray, Almeda Von Dreele, Ruby Rubright and Hazel Bardo.

The school: Besides the practical work, there is a series of lectures for the student nurses which continues throughout the whole three years. These lectures are delivered by the doctors associated on the staff and the members of the staff of nurses.

The training school was opened June 5, 1883, with Alta J. King Merritt as a student nurse, who graduated in 1884. Since then 289 nurses have graduated from the school.

A magnificent new addition to the hospital costing \$750,000 was completed in 1927. The present officers of the institution are: Dr. Charles W. Youngman, president emeritus; Seth T. McCormick, Jr., president; James B. Graham, treasurer; P. W. Behrens, secretary; H. S. Mosser, Dr. Charles E. Heller, Seth T. McCormick, Jr., T. H. Hammond, James P. Graham, Deitrick Lamade, H. F. W. Flock, Dr. C. W. Youngman, Dr. George B. Drick, Dr. A. F. Hardt, H. D. Brown, Dr. John E. Campbell, J. L. Hall, C. W. Sones, J. Roman Way and Dr. R. K. Rewalt, directors. Paul W. Behrens is superintendent.

The Home for the Friendless was organized November 18, 1872, under the name of Woman's Christian Association of

Williamsport. The importance of such a work being brought about through the efforts of H. H. Otto of the Y. M. C. A., who persuaded Mr. John Wanamaker, a guest at the home of Mrs. John A. Otto, attending an executive meeting of the Y. M. C. A. to remain a day longer and address a public meeting in the Old Pine Street M. E. Church and the association was organized November 18, 1872.

The first officers were: Mrs. A. R. Swartz, president; Mrs. J. M. Riley and Mrs. T. P. Clapp, vice presidents; Miss Lizzie Updegraff, recording secretary; Mrs. John E. Dayton, corresponding secretary; Mrs. Elizabeth I. Hepburn, treasurer; Mrs. Louise McDowell, assistant treasurer; Miss Mary A. Adams, first matron.

Changes were made in this list during the first year, Mrs. Riley and Mrs. Clapp having left the city, and the first annual meeting 1872-1873 shows the following changes from the above list: Mrs. J. J. Ayers and Mrs. Peter Herdic, vice presidents; Mrs. S. J. Noble, corresponding secretary; Mrs. H. C. Miller, recording secretary.

The object as shown in the first constitution being, "The temporal, moral and religious welfare of homeless and friendless women and children, especially young women, who are dependent on their own exertions for support.

A later constitution read, the object being: "The temporal, moral and spiritual welfare of aged women and children."

A charter was granted November, 1873. The first house occupied by the institution was on Pine Street, but in the spring of 1873 it removed to a frame building at 136 East Third Street, opposite the present Williamsport Paper Company. This building was soon found to be too small. It was impossible to accommodate all who applied for admission and many were visited and given assistance in their homes.

In 1874 the first steps were taken to secure a larger home and Peter Herdic donated the land on Campbell Street north of the Pennsylvania Railroad and the corner of Erie Avenue, and plans for a new building were made by Mr. Eber Culver.

November 29, 1874, a union meeting of the city churches was held in the Academy of Music and \$4,000 was subscribed.

In February, 1875, a building committee was appointed and Mrs. Peter Herdic was elected president of the board of man-

agers to take the place of Mrs. A. R. Swartz, resigned.

The cornerstone was laid June 23, 1875, Rev. J. H. Torrence offering prayer. Addresses were made by Hon. William H. Armstrong, Rev. D. S. Monroe, Hon. A. R. McClure and Ex-Governor Andrew Curtin. The Repasz band furnished the music.

The cost of the building was \$10,322.67. By the exertion of the women the whole amount was raised except \$2,600. The fourth annual report of the corresponding secretary, Mrs. C. S. Ransom, says the following: "The building was opened with appropriate services May 4, 1876. Our great aim was to do so free from debt. In this we were disappointed, after using what seemed to us every laudable means to raise the amount. Our contractors became embarrassed and advertised the building for sale in November court. The city was then districted. They went from door to door, receiving donations of all amounts from five cents to fifty dollars."

The home was moved from the old quarters to the new May 8, 1876. It being the only house on Campbell Street between the Pennsylvania Railroad and Park Avenue and was sur-

rounded by farm land.

In the fall of 1876 the name was changed to the Home for the Friendless, to throw off the idea of religious denominational spirit.

The first appropriation was granted in 1879, and with this

money the Home was freed from debt.

January, 1895 a lot with a frontage of 318 feet on Campbell Street north of Rural Avenue and 250 feet on Rural Avenue was purchased. May 11, 1897 the first shovel of dirt was removed by Mrs. Elizabeth Hepburn and the cornerstone laid by the Masonic Fraternity, July, 1898. It was occupied in 1899.

The following have served as Presidents of the Home: Mrs. A. R. Swartz, three years; Mrs. Peter Herdic, four years; Mrs. Elizabeth Hepburn, twenty-six years; Mrs. Allen P. Perley, twenty-three years and she is still serving and active as president.

The board as well as many interested citizens assisted in raising the money for the new building. Mrs. H. C. McCormick being very active in this work.

Additional ground in the rear of the building has been purchased and is used as a play ground and gardens. The money for the purchase of this ground was secured largely through the efforts of Mrs. Perley and Mrs. Elizabeth Knapp, corresponding secretary, and the board of managers.

Other officers who served during the years and aided much in the work of the Home were: Mrs. Mary E. Ransom, Mrs. W. F. Logan, Mrs. Mary Miller, Mrs. Sylvester Mussina, Mrs. George Slate, Mrs. Elizabeth Knapp, Mrs. A. D. Carothers, Mrs. Editha Howard, Mrs. Marion V. Payne and Mrs. Ezra Canfield.

The Auxiliary to the Board consisting of younger women is at present headed by Mrs. Edgar Munson, President.

A solarium for the women has been added, the gift of the late Rosetta M. Ullman, as was also a children's solarium the gift of Lemuel M. Ulman and the late Mrs. Hannah Rosenbaum.

The present capacity of the Home is forty women and sixty-three children. Matron—Miss Sarah Bierly. The members of the present Board of Managers are: Mrs. Allen P. Perley, President; Mrs. Garrett Tinsman, first vice-president; Mrs. Timothy Clark, second vice-president; Mrs. J. Roman Way, third vice-president; Mrs. T. M. B. Hicks, fourth vice-president; Mrs. John Gaus, fifth vice-president; Mrs. Adolph Niemeyer, sixth vice-president; Mrs. Charles Lehman, Recording Secretary; Mrs. James J. Gibson, Assistant Recording Secretary; Miss Edith Gaus, Corresponding Secretary; Mrs. O. S. Marston, Treasurer; Members of the Board: Mrs. E. P. Almy, Miss Elizabeth Logan, Mrs. John B. Otto, Miss M. Anne Doebler, Mrs. G. D. Ginrich,

Mrs. Editha Howard, Mrs. R. T. S. Steele, Mrs. John G. Reading, Mrs. Brua Keefer, Mrs. J. Henry Cochran, Mrs. James G. Graham, Mrs. John Foresman, Mrs. H. F. Clapp, Miss Mabel Harrer.

The Williamsport Young Men's Christian Association was organized in 1866 by Edward Hammond, John Woodward, Thomas Bennett, Boyd Packer, William Vanderbilt, Robert Faries, Frederick Treadway, William Anderson, Henry Ulman and others, the outgrowth of their desire to help the young men of Williamsport.

William Armstrong was chosen President, Samuel Sweeley, first vice-president; Boyd Packer, second vice-president; William Colesberry, Recording Scribe and Oscar Ludwig, "Keeper of the Treasures" and Albert Lundy, Corresponding Scribe.

Inaugural exercises were held March 23, in the Judgment Hall of Lycoming County. The Association rented rooms of George Youngman and started their work. The following committees were appointed—Library, Lectures, Union Missions, Devotional, Exercise, Essays and Reviews.

The Charter of the Association is dated 1868.

H. Howard Otto was President in 1882. At this time an experienced General Secretary, Harvey L. Simmons, was employed. A woman's auxiliary was also formed under the leadership of Mrs. J. E. Dayton. An active canvas for funds for a building was begun in 1885 in connection with the Christian Workers Conference conducted by Dwight L. Moody.

As an outcome of this drive, the George W. Slate property at 211 West Fourth Street was purchased and the contract let for a building in 1887. The building was opened with appropriate ceremonies in the early summer of 1888. It contained social rooms, reading rooms, kitchen and a gymnasium, and store rooms on the first floor.

In the Spring of 1889 subscriptions were taken for a gymnasium and auditorium, but the big flood of June first of that year interrupted these activities and the project was of necessity abandoned until 1902, when it was completed.

The Y. M. C. A. Building was sold November 1, 1920 and the present site purchased. A building campaign was held November 18-24, 1920. The contract for the present building was let March, 1922 and the building completed September 8, 1923.

The Association now occupies and owns one of the best buildings and equipment in the state. There is a membership of over 2000 men and boys and a large program is carried on. In addition, an extension program of activities among Sunday Schools, Churches, Schools, Industrial Basketball and Baseball Leagues is carried on. In the Sunday School and Industrial Basket Ball and Baseball Leagues alone approximately a thousand boys and young men participate. A physical program is put on through the local Y. M. C. A. at seven Junior Fairs throughout the country.

A well planned dormitory of 120 rooms is one of the features of the new building. Hundreds of young men coming to our city as strangers find it a pleasant and enjoyable home.

The increased membership has made it necessary to add the present addition which houses four new bowling alleys, (making when completed, a total of nine alleys) a large reading room and sun parlor.

In co-operation with the state, the Y. M. C. A. maintains an employment bureau in the building. This department has found work for hundreds of men and many a family has been tided over severe unemployment difficulties as a result of the

work secured through here.

Organized in this city, January 17, 1893, by a group of Christian women, who realized the growing needs of the girls and women of the city the Young Women's Christian Association was first known as "The Girl's Friendly". During the past thirty-five years the movement has gradually developed and today the Young Women's Christian Association stands out as an important factor in the life of the city. It has grown out of the willingness of a few, zealous women to assume the responsibility for womankind.

Rev. James Carter, of the Second Presbyterian Church, acted as chairman at the organization meeting and Mrs. Carter was elected the first president, Mrs. J. R. T. Ryan was the first member of the original Board of Directors. Among others on that first Board were: Mrs. Timothy S. Clark, Mrs. C. LaRue Munson, Mrs. D. M. Peck, Mrs. Henry Cochran, Mrs. Gable, Mrs. L. C. Ayres, Mrs. J. J. Gibson and Mrs. Stephen Brown.

The membership roster has increased from eighty-two the first year to seventeen hundred in 1928, and this number will be augmented when the Association moves into its new home in 1929.

The meetings were first held in the Trust Building on West Fourth Street above Pine. In 1895 the Association moved to 235 West Third Street and in 1897 moved across the street in what is known as the Hall Mansion and remained there until 1904 when another move was made to 470 Pine Street on the site of the Rialto Theater. As the membership increased more space was needed and in 1909 the Wilson home at 202 East Third Street was secured and proved satisfactory for several years. In 1913 a successful campaign for \$50,000.00 permitted the Association to move to its present site at 58 East Third Street. The Board of Trustees at this time consisted of J. Roman Way, President, John M. Young, Dr. J. K. Rishel, C. LaRue Munson, Dr. E. C. Armstrong, John G. Reading and James Mansel.

During the presidency of Mrs. John M. Young in 1898, a Branch was opened on Erie Avenue opposite the John N. Stearns Silk Mill. A lunch room and reading room created much interest and were used by many girls and women. In 1905, Mrs. Timothy S. Clarke gave the large twenty-room dwelling at 1622 Erie Avenue to the Association in which the work of the West End Branch was carried on for several years.

In 1913 the Clio Club and the Young Women's Christian Association cooperated in the opening of a Day Nursery at the Association, where working mothers placed young children

for care, the charge being five cents a day. It was during this year that the Young Women's Christian Association opened the first cafeteria in Williamsport which in a short time, was filled to capacity.

Definite work among the colored people of the community was begun in 1916. This work proved worth while and met with a great response. In 1918 the Young Women's Christian Association rented the Sallada home on Walnut Street near Lycoming and the past decade has seen much valuable work accomplished with the negro in the Branch for negro women and girls.

In 1923 the Board of Directors was enlarged and an increased number of committee members and other volunteer workers secured. An industrial secretary, who organized clubs for all employed girls, was added to the staff. In 1924 reducing classes were formed with volunteer leadership and in September of that year a physical director was secured. Educational and religious education classes were established and membership meetings and conferences for various Association groups were held each year. The group of Girl Scouts which was organized in 1912 later became Girl Reserves. Various clubs were organized through the schools and the number of members grew to nine hundred and ninety in 1928.

As these departments increased in size and activities the need for a larger and more modern building projected itself more forcibly. In 1925 the Board of Directors and Board of Trustees voted to keep the need before the public as much as possible, with a definite plan for a building campaign within a few years.

In May, 1927, the citizens of Williamsport generously contributed four hundred and fifty thousand dollars to the Young Women's Christian Association for a new building. With Robert H. Thorne as chairman, a campaign for this amount was successfully concluded in five days by a magnificent contri-

bution of fifty thousand dollars from the only living charter member. Mrs. Timothy S. Clark.

The edifice now under construction, is of red brick, colonial type, located on the south side of West Fourth Street, above Campbell Street. It is a combination residence and administration Building well equipped and especially planned for Association activities. There are pleasant, homelike rooms for ninety-five girls, an attractive dining room which will serve the public also, eleven club and class rooms, a chapel, a standard gymnasium, a beautiful swimming pool and other equipment necessary for the healthful, spiritual and mental development of the girls of Williamsport.

The Board of Directors, composed of thirty members, meets monthly and directs the policies of the Association. There are twenty active committees with 250 volunteer committee women, advisors, and teachers. This group together with the staff and representatives from the clubs, plans a program of work for the various departments of the Association, which is both educational and recreational. An effort is made always to keep before all Association groups the National motto "I am come that they might have life, and that they might have it more abundantly" and to plan the program so that a more abundant life will be offered the girls and women of the city.

Four thousand and nineteen girls and women registered in clubs and classes in 1928, the total attendance at meetings being over 22,000. There were 890 girls and women accommodated

in the residence during that year.

Those who have served as president of the Young Women's Christian Association include: Mrs. John M. Young, Mrs. Timothy S. Clark, Mrs. Grant Stadon, Mrs. J. Alden Knight, Mrs. H. P. Lincoln, Mrs. Charles Hunt and Mrs. Harvey W. Whitehead.

### CHAPTER XXXV.

# WELFARE INSTITUTIONS—SERVICE CLUBS, CONTINUED.

CHARITY ORGANIZATION SOCIETY—AGED COLORED WOMEN'S HOME—FLOR-ENCE CRITTENTON MISSION—AMERICAN RED CROSS—LYCOMING COUNTY TUBERCULOSIS SOCIETY—CHILDREN'S AID SOCIETY—SALVATION ARMY— BOY SCOUTS—COMMUNITY WELFARE ASSOCIATION—ROTARY CLUB— KIWANIS CLUB—LIONS—EXCHANGE—MONARCHS.

Sponsored by the Board of Trade (now the Chamber of Commerce) with W. S. Millener, Secretary-Manager, the Charity Organization Society of Williamsport, was organized in 1915. Twenty-two directors, thereafter to be elected annually, were selected. Dr. J. K. Rishle was elected President, H. P. Lincoln, Vice President, Miss May Clapp, Treasurer and Miss Mary Young, Secretary. Mrs. Clarence Sprout, Chairman of the Finance Committee succeeded in raising the first budget of \$3,000.

The objects of the Society as outlined in the constitution are as follows: (a) The Society shall not give relief from its own general fund, except for emergency relief, but may hold and apply any property or money received by it for relief or special purposes. (b) To be a center of inter-communication between the various churches and charitable agencies in the city. To foster harmonious co-operation between them, and to check the evils of over-lapping relief. For this purpose it shall maintain a Confidential Registration Bureau. (c) To investigate thoroughly the cases of all applicants for relief which are referred to the Society for inquiry, and to send the persons having a legitimate interest in such cases, full reports of the results of the investigation. (d) To provide visitors who shall personally attend cases needing counsel and advice. (e) To obtain from the proper charities and charitable individuals ade-

quate relief. (f) To procure work for persons who are capable of being wholly or partially self-supporting. (g) To repress mendicancy by the above means and by the prosecution of imposters. (h) To carefully work out such plans for helping families to help themselves, thereby becoming self-supporting. (i) To promote the general welfare of the poor by special and sanitary reforms, by industrial instruction and by the inculcation of habits of providence and self-dependence, and by the establishment and maintenance of any activities to these ends. (j) to furnish information on the charitable undertakings in the city to members of the Society.

In April 1915, Miss Charlotte Romberger was elected the first General Secretary. An office was opened in the Council Chamber of the City Hall and the active work of the Society began. Miss LaReine Melick soon became Assistant Secretary. Miss Romberger resigned two years later. The society had already gained the confidence of the public and its work was well known in every part of the city, when the present General Secretary took charge in June 1927, Miss Florence Boyd, now Mrs. Harry Roan, becoming office secretary a little later.

At the annual meeting in 1920, the name of the Charity Organization Society was changed to The Social Service Bureau, under which name it was incorporated in 1921. The work of the bureau continued to increase so that in February, 1925, Miss Ruth O. Clark was added to the staff, as an assistant to the General Secretary.

The bureau has had only two Presidents, E. H. Maitland succeeded Dr. Rishel when he resigned in 1923, though he continued as Honorary President until his death in 1928.

The financial support came from private subscriptions until in 1923, the bureau became a member of the Community Welfare Corporation which now grants a budget of \$7500.

The Bureau is the local representative of the National Association of Traveler's Aid Societies, The Pennsylvania Conference on Social Welfare, The American Association for Organi-

zation Family Social Work and the National Conference on Social Work. Miss Minnie Taylor is the present General Secretary.

The Bureau January 1, 1929 has confidential records of 3015 families with whom it has worked.

The Aged Colored Women's Home is a well equipped institution for aged women of color, not only of the immediate community, but of all the surrounding territory. The quarters are spacious, and are situated on Brandon Place, with a beautiful outlook on Brandon Park.

The Home is in very capable hands, and has undergone a number of advantageous changes, under the matronship of Mrs. Catherine Sanders.

There are at present four inmates in the Home, but a number of applications are on file for consideration by the board of management and Trustees.

Under the direction of Miss Maude B. Coleman, of the State Welfare Department, a board of management composed of twenty-five women, with Mrs. Amanda East as its president, was organized and intrusted with many duties in connection with the operation of the home, which augurs well for its future. It is anticipated that the home will shortly be occupied to capacity.

The Florence Crittenton Mission while one of the smaller welfare organizations of the city is constantly serving unfortunate and homeless girls and women of the city who are needing shelter and care.

In addition to the unmarried mothers and babies cared for in the Mission pending the completion of plans for the girls detention home, it has provided a temporary home for delinquent or homeless girls.

Williamsport Chapter is a unit of the American Red Cross, ready in time of emergency or disaster, whether local or national, to take its part and do its share.

For the month of June, 1928 there were 859 such visits made in the city of Williamsport. If a baby is found to have a temperature or is underweight, the nurse in her child welfare visits advises the mother to take her baby to her family physician to find the cause of the temperature and the underweight.

In the past year there were 207 deliveries attended by the nurses in the homes. They also have a patient they have visited since 1921 with 1,542 visits made, and another since 1923

with 1,339 visits made.

A total of 18,544 dressings have been used by the nurses in the last year. These dressings are made by the Junior Charity Guild who give certain days each week to do this work at the Red Cross Office. They have also made the Christmas bags each year for the ex-service men. Seventy-five of these bags are sent yearly and are a real joy to the men away from home at Christmas time. They are shipped to the Canal Zone, Nicaragua, Haiti, Porto Rico, Virgin Islands, Guantanama, Hawaii, Samova, China, Guam and the Philippines.

Since the organization of the Lycoming County Tuberculosis Society eighteen years ago, the county's death rate from tuberculosis has been cut in half. The society's work has been fundamentally educational. Intensified efforts are made to prevent the contraction of tuberculosis and to raise the health standard of the community. The county society is assisted in this by the Pennsylvania Society and the National Tuberculosis Association. This organization conducts an annual seal sale at Christmas to raise funds for financing the work in Lycoming County.

The past year's activities include the operation of a summer health camp (Camp Kiwanis) where fifty-two boys and girls, twenty-six from the county and twenty-six from Williamsport, were given special health care. All of these children were "free to gain" when they entered the camp, that is, dental defects were remedied and diseased tonsils and adenoids removed. During the year, these children are seen in their homes

and conferences are had with their mothers about health and food habits. The camp property is owned by the Williamsport Kiwanis Club and the maintenance is paid by the Tuberculosis Society.

The activities of the nursing service of the State Department of Health includes one Tuberculosis Clinic each week and one Toxin Anti Toxin Clinic held at its office, 341 Pine Street under the supervision of the Clinic Chief, Dr. C. W. Youngman.

The nurses, which are three in number, are responsible for the clerical work relating to charts, records, etc., and home visits are made after the patient's first visit to the clinic. Regular visits depend upon the necessity of the case. These visits include contacts, active cases and observation cases.

A State Nurse attends the G. U. Clinic at the City Hospital once a week, and is responsible there for all clerical work, charting, ordering of supplies and monthly report.

Local Registrars in each district are visited once a month. Infant follow-up work on each case.

In school work which covers only fourth class districts the nurse accompanies the medical inspector when the inspection of school is made, and home visiting to be done to secure correction of defects.

The nurse acts in the capacity of health officer. This includes quarantining in townships and towns where there is no local board of health. Inspection is made of all public eating places and road stands, check upon health certificates and water analyzed in sections that are not visited by the state laboratory.

Toxin Anti Toxin work has been carried on very extensively throughout the county. The townships and towns covered are, Anthony, Armstrong, Bastress, Clinton, Lewis, Hepburn, Lycoming, Old Lycoming, Loyalsock, Jackson, Brown, McHenry, Cummings, Washington, Brady, Cascade, Shrewsbury. Towns—Montgomery, Muncy, Picture Rocks, Montoursville, Salladasburg and Masten.

Over 10,000 children have been protected against diphtheria in the county.

The Children's Aid Society looks after the neglected and dependent children of the community and finds foster homes for them. At the close of the year 1928 it had 120 children under its care.

The Salvation Army is doing a good work in the city along its specialized lines. It has a commodious citadel on Market Street where it has facilities for assisting those in need. From June 24, 1927 to June 24, 1928, the organization distributed 12,170 pounds of coal; 250 pounds of meat; 62 baskets of groceries; 1,246 garments; 134 pairs of shoes; 300 Christmas baskets containing sufficient food for five persons; 600 Christmas toys; 300 summer outings were given for mothers and children; employment found for men in 25 cases; 650 meals were furnished to transients; 125 beds supplied; 185 garments given and 105 pairs of shoes distributed.

The first troop of Boy Scouts was organized in November, 1910 by George Fleming, Physical Director, at the Y. M. C. A.

It was the Boys' Department at that time.

In 1916 with the development of a Boys' Department, the Troop was re-organized. Since that time it has been continuously active. C. Edwin Cook served as scoutmaster for a time and was succeeded by George R. Walters. H. Drew Shoemaker became scoutmaster in 1923 and is still serving in that capacity.

Clear records of scouting activity cannot be found but approximate dates show that in 1916 Rev. W. C. Watson started a Scout Troop at Bethany Presbyterian Church. This was

known as Troop 2 and continued until 1920.

Troop No. 3 was organized at St. Paul's Evangelical Church sometime prior to 1919 and is still in existence, the men serving as scoutmasters being: R. V. Maneval, Norman Morris, Arthur S. Gilmore and Wm. E. Kinley.

Troop 4 was organized at All Saints Episcopal Church in January, 1917. Walter F. Dorey was Scoutmaster. He later

headed up the troop committee and is now Scout Commissioner of the county.

This troop has had continuous existence since 1917 with H. Warren Wilkinson, Herbert Kaye and Ernest Mosseaux as scoutmasters.

Troop 5 was organized at the Presbyterian Church of the Covenant in May, 1917. It disbanded in 1924 following the merging of the church with the Central Presbyterian Church that already had a Troop. W. H. Mikel and E. H. Gearhart served as scoutmasters.

Troop 6 was organized at Christ Episcopal Church May, 1917 and disbanded in 1925. A new troop is now being organized. Scoutmasters of the old troop were John Jacobs, W. U. Mussina, George Sheperd, Edw. H. Morris, Wm. Waldeisen, Boyd P. Betzel.

Troop 7 was organized by the First Baptist Church in July, 1917 and is still active. The only record of a leader is John Rathmell as scoutmaster in 1920.

Troop 8 was organized at Trinity Episcopal Church in July, 1917 and is still active. A. B. Wheatley, H. Drew Shoemaker, James A. Pray, M. Reed Nichols and John Parker served as scoutmasters.

Troop 10 was organized by Messiah Lutheran Church prior to 1919 and disbanded in 1924. A Troop was organized in 1928 and given number 15. Paul B. Gensemer was scoutmaster.

Troop 11 was organized by the Market Street Methodist Church prior to 1919 and disbanded in July, 1921. The scoutmaster was the Rev. H. Birkenstock.

In 1926 a new troop was organized as No. 2 with Thomas Stadden as scoutmaster. In 1928 he was succeeded by H. R. Benedict.

Troop No. L of Newberry was organized January, 1918 with W. L. Haire as scoutmaster. This troop is now No. 14 and is still active. M. E. Younken has been scoutmaster since 1920.

Troop 12 was organized at St. Luke's Lutheran Church in July 1918 and is still active. Scoutmasters were: Rev. M. H. Fisher, H. W. Compton, Leonard Gilbody and Leroy Darragh.

Troop 13 was organized at St. John's Episcopal Church in South Williamsport prior to 1919 and was disbanded in 1920. The scoutmaster was G. W. Hohnes.

In July, 1919 the Rotary Club agreed to foster a local council to secure a charter from the National Council of Boy Scouts of America.

The purpose of this move was to employ a man to devote his time to directing development of the boy scout program and make an effort toward permanency in troop organization.

In November, 1919 the charter was received and Grover De G. Van DeBoe was employed as scout executive.

The above mentioned thirteen troops were the only troops of record at this time. Two of them dropped out in 1920 for lack of leaders. The numbers were assigned to new troops organized at other churches. Troop 2 was organized at the Grace Evangelical Church, South Side. This in turn disbanded in 1924. In 1928 a new troop at this church was given number 16.

During 1920 troops were organized as follows: Pine Street Methodist, still in action; East End Baptist, disbanded in 1924; First Presbyterian, disbanded in 1925; High Street Methodist, disbanded in 1921—reorganized as No. 42 in 1928; Covenant Central Presbyterian—still active; Southern Avenue, Parent-Teachers, transferred to South Side Methodist Church in 1922. Disbanded in 1924. Reorganized as Troop 20 in 1926 and is now inactive; Church of the Annunciation, disbanded during 1924, re-organized as troop 19 in May, 1927; Sheridan Parent-Teachers Association, disbanded in 1921. During the year 1921 more new troops were organized as follows: Newberry Methodist, disbanded 1924, reorganized as troop 40 in 1928. Mulberry Street Methodist, disbanded in 1924. Lycoming Presbyterian, disbanded 1925, re-organized as Troop 18 in 1928. St. John's

Lutheran Church, disbanded 1923. Memorial Baptist—still active.

In 1922 Executive Van DeBoe was transferred to Harrisburg and was succeeded by J. Jay Wilcox. Mr. Wilcox was transferred to Bethlehem in 1925 and was succeeded by Carl H. Hall.

The permanency of a scout troop depends on the willingness of a scoutmaster to give service as well as his experience of scoutwork and handling boys. The difficulty of churches to secure men to act as scoutmasters caused many troops to disband during the early years of the council's existence. Gradually this problem has been overcome through training courses for scout leaders, new methods of approach to churches and men and publicity.

The turnover in troops and boys is becoming less each year and more troops are becoming jealous of their record of continued activity. Boroughs throughout the county have become affiliated with the Williamsport council to give permanency to

their scout troops.

Picture Rocks, Hughesville, Muncy, Montoursville and Jersey Shore all had scout troops in 1928 under this council. There are 32 troops and 805 scouts in the county in October, 1928.

In 1919 when the council was instituted there were 7 troops holding meetings with a membership of 100 scouts. The officers of the council at the time of charter were: Henry Hipple, President; George Dickert, Dr. F. W. Robbins, W. R. Hoehn and W. U. Mussina, Vice Presidents; John E. Person, Treasurer, George Fleming, Scout Commissioner.

The officers in 1928 are: Henry D. Brown, President; Mc-Cormick Dawson, Brooks E. Reese, Thomas H. Lynn, Melvin R. Clark, Vice Presidents; William M. Young, Treasurer; Walter F. Dorey, Scout Commissioner, Leroy Gleason National

Representative.

In addition to the officers of the council there are thirty men chosen from the city at large, and one representative from each troop. There are over thirty men and women throughout the county serving as instructors and examiners to scouts in their merit badge work. With the eighty-one men as scoutmasters and assistants, there are over two hundred-eighty men serving this county in some capacity.

In 1920 James N. Kline presented primarily to the Boy Scouts a tract of over 300 acres along Pine Creek to be used as a camp. The location is ideal for this purpose and the scenery beautiful. During the eight years of its operation as a camp it has been the delight of many boys who have gone there for recreation, advancement and health.

Buildings have been erected, trails cleared and all the developments necessary to give a romantic appeal to the camp have been started.

The Community Welfare Association was organized for the purpose of raising funds each year, through it, for the benefit of all the charitable organizations of the city distributed in proportion to the needs of each. Its budget for the year 1929 was \$130,000, all of which was subscribed. R. H. Thorne is President and McCormick Dawson, Secretary-Manager.

All the leading Service Clubs are represented in Williamsport, with a good membership and they are accomplishing much good along specialized lines.

The Rotary Club is the pioneer, having been organized June 18, 1914 with sixteen charter members. It now numbers nearly one hundred. It has the distinction of being the twelfth to be organized in the State of Pennsylvania.

The Williamsport Rotary has had a very useful career and has exemplified a true community spirit by taking part in civic movements and enterprises, notably the Liberty Loan Drives, the campaign for Williamsport's \$450,000 Y. M. C. A. Building, the Lycoming Hotel project, the Community Chest and many others.

Another activity which has brought great satisfaction to those who have been engaged in it is the club's clinics for crippled children which are held in the city at frequent intervals and many little sufferers have been relieved or entirely cured. The club was fortunate in having been able to secure the services of Dr. William Jackson Merrill, orthopedic surgeon of Philadelphia who comes to Williamsport on regular occasions and conducts clinics at the Williamsport Hospital.

Every summer the club holds an outing for boys whose opportunities for getting out of the city on such occasions are limited. In these and other ways the Williamsport Club endeavors to uphold and foster the high ideals of its organization.

The Kiwanis Club soon followed along similar lines and now sponsors as a part of its activities, a tuberculosis camp in the mountains to which young people to a considerable number are sent each summer at the expense of the club.

The Lions, Exchange Club and the Monarchs were subsequently organized with the same general purposes in view and all are doing a good work in their individual fields of endeavor. All of them have gratifying membership lists.

## CHAPTER XXXVI.

#### FRATERNAL SOCIETIES.

MASONS—ODD FELLOWS—KNIGHTS OF MALTA—KNIGHTS OF PYTHIAS—KNIGHTS OF THE GOLDEN EAGLE—MACCABEES—ANCIENT ORDER OF HIBERNIANS—P. O. S. OF A.—RED MEN—ROYAL ARCANUM—WOMENS CHRISTIAN UNION—UNITED AMERICAN MECHANICS—ELKS—LOYAL ORDER OF MOOSE—LYCOMING MEDICAL SOCIETY—VARIOUS WAR VETERANS' ORGANIZATIONS—MISCELLANEOUS SOCIETIES—LABOR ORGANIZATIONS.

The Masonic Fraternity early established itself in Williamsport. Lodge No. 106 F. & A. M., was instituted by special dispensation directed to John Cowden, James Davidson, John Boyd and Enoch Smith, past masters, July 1, 1806. The officers installed were: William Hepburn, Worshipful Master; James Davidson, Senior Warden; Samuel Coleman, Junior Warden and John Kidd, Secretary. Its first lodge room was in a building which stood on West Third Street opposite the present site of the First National Bank.

At that time there was considerable opposition to secret societies in this country and on the evening of June 17, 1829, a mob broke into the lodge room of the local organization and pitched the furniture and paraphernalia out of the windows. Rev. Henry Lenhart, the secretary, managed to gather up the books and papers and emblems, carrying them to a place of safety.

After this the lodge was permitted to lie quiescent until January 30, 1846 when the charter was revived by the grand

lodge and activities were resumed.

Baldwin 11 Commandery No. 22 Knights Templar was organized September 13, 1866. It meets the third Thursdey in the month in the Masonic Temple, corner Fourth and Market streets, W. C. King, secretary. Its first commander was Dr. William F. Logan.

Williamsport Consistory, Scottish Rite, Lodge of Perfection, was organized January 31, 1900; Princes of Jerusalem, Rose Croix and Consistory organized January 29, 1902, first commander in chief, James B. Krause.

Lodge No. 106 is the oldest organization of its kind in this section of the state. Ivy Lodge No. 397 was organized September 28, 1867, and its first master was James Goodlander. John F. Leadlein Lodge, No. 707, was organized December 17, 1920, and its first master was John B. Caldwell. Lycoming Chapter, Royal Arch Masons, was organized March 11, 1869, with Henry C. Parsons as its first high priest.

Adoniram Council, No. 26, Royal and Select Masters, was organized September 15, 1886, and its first master was Henry C. Parsons.

Williamsport has furnished as presiding officers of the state organization the following: Grand commander of the Knights Templar of Pennsylvania, John F. Leadlein, 1911; Herbert Russell Laird, 1918; grand master of the Grand Council of Pennsylvania, Robert P. Blackburn, 1912; Thomas H. Riley, 1918; S. Carbon Wolfe, 1927; grand master of the Grand Lodge of Pennsylvania, James B. Krause.

The Masonic fraternity occupies an imposing temple of its own at Fourth and Market streets and there is also connected with it the Howard Memorial Scottish Rite Cathedral, the Howard club building and the Acacia Club, all located in the same neighborhood and adjoining each other.

The first lodge of Odd Fellows in Lycoming County was organized June 11, 1845, by District Deputy Grand Master James Gamble and called Lycoming Lodge, No. 112. The officers elected on the same evening were: Noble grand, Oliver Watson; vice grand, George White; secretary, H. C. Gilbert; assistant secretary, Samuel Jones; treasurer, John B. Beck. The following were the members of this lodge: Henry White, A. R. Little, Jacob Hyman, Benjamin Strawbridge, T. C. Abrams, Leonard Ulmer. Samuel W. Heller is its present sec-

retary. Its name was subsequently changed to Williamsport

Lodge.

Amazon Lodge No. 662 was instituted April 12, 1869, with William Mitterer as noble grand. Its secretary now is C. L. Rader.

Iona Lodge was organized September 3, 1870, with G. C. Sweeley as noble grand. Its present secretary is R. Andrew Quiggley.

Brandon Lodge was instituted April 13, 1891, with T. E. Beck noble grand. Its present secretary is Harry Remsnyder.

West Branch Encampment No. 136 was instituted September 2, 1865. Its officers were: J. W. Leonard, C. P.; Mathew Gowland, H. P.; Michael Ladlein, S. W.; Francis D. Green, J. W.; D. B. Else, scribe; Jacob Rohe, treasurer, and Fnd. Kasten, guide. W. Harry Dennis is its present secretary.

United Encampment No. 144 was instituted November 7, 1879, with Jacob Rohe, C. P. Its present scribe is W. Florey.

Canton Ridgely No. 8 Patriarchs Militant was mustered into service March 13, 1886, with Harry B. Eberly commandant. W. Harry Dennis is the present clerk.

Bashan Lodge (colored), No. 1430, United Order of Odd Fellows, was instituted August 16, 1869. David Baer is its

secretary.

There are also the following organizations connected with this order: Naomi Rebekah Degree Lodge No. 52, Mrs. Minnie Keightley, recording secretary; Iona Club, R. Andrew Quigley, secretary; Lady Iona Degree Lodge, No. 403, Nellie Forshaw, secretary; Lycoming Past Grands Association, C. Paul Wagner, secretary; Pennsylvania Odd Fellows Anniversary Association of Williamsport, E. H. Laird, secretary.

Past Grand Masters Council, No. 74, Grand United Order of Odd Fellows (colored), George W. Fisher, secretary; Patriarch Lodge, No. 130, Grand United Order of Odd Fellows (colored), John W. Fairfax, Jr., scribe; Judah Household of Ruth

No. 135 (colored), Mary Stoner, secretary.

Mt. Olivet Commandery, Knights of Malta was organized September 17, 1887. Its recorder is W. P. Kuhn.

Lelolde Commandery, No. 17, Knights of Malta, was organized January 9, 1891, and has as its present recorder, J. Albert Weiss.

C. A. Webb is secretary of Past Commanders Association, Mt. Olivet Commandery No. 17, A. and I. F. O. K. M.

Knights of Malta Ladies Auxiliary, Mt. Olivet Commandery

No. 17, has for its secretary, Mrs. Laura Brandt.

The Knights of Pythias are represented by Susquehanna Lodge No. 98, instituted July, 1867, Thomas M. E. Beck, secretary. Williamsport Company No. 9, Uniform Rank K. of P.; West End Lodge No. 276, Charles F. Farley, K. of R. and S.; William Penn Lodge, No. 278 (colored), J. H. Washington, secretary; William Penn Court, No. 123 (colored), Ladies Auxiliary, Annie Butler, secretary; Damon Temple, No. 10, Mrs. G. Milton Foresman, secretary.

The following lodges are represented in the Knights of the Golden Eagle:

Knights of the Golden Eagle, Lycoming Castle, No. 123, George D. Burkhart, M. R.

Williamsport Aerie, No. 970, George Beister, secretary.

Newberry Castle, No. 496, J. C. Bower, C. of Ex.

Williamsport Veteran Temple, No. 137, Ladies of the Golden Eagle, Mrs. Minnie L. King, G. of R.

The Knights of the Maccabees are represented by the fol-

lowing:

Oriental Hive No. 159, Ladies of the Maccabees, W. B. A., Mrs. Anna L. Keyte, collector; Williamsport Tent, No. 99, William McDonald, secretary; Williamsport Review, No. 68, Mrs. Ida Keefer, R. K.

The Ancient Order of Hibernians has the Ancient Order of Hibernians Division No. 1, Timothy Kelliher, president; Joseph McFadden, secretary. Ladies Auxiliary to Division No. 1, Anna M. Keating, president; Caroline Lieberman, secretary;



MASONIC TEMPLE AND ACACIA CLUB, WILLIAMSPORT, PA.



THE ELKS HOME, WILLIAMSPORT, PA.



Ladies Auxiliary, Division No. 2, Mrs. Katherine Coelman, president; Mrs. Mary E. Sayer, secretary.

The P. O. S. of A. have these Camps:

Washington Camp, No. 157, C. J. Shawver, secretary; Washington Camp, No. 222, Percy Blackwell, secretary; Williamsport Commandery, No. 33, J. S. Cloby, secretary; P. O. S. of A. Roughriders, No. 33, William Showers, recorder of sociabilities.

The Red Men are represented by Conestoga Tribe No. 28, A. W. McCracken, C. of P.; Manitou Council, 139, Daughters of Pocohontas, Lizzie Snyder, K. of R.; Tallalulla Tribe, 383, W. E. Benton, C. of R.

The Royal Arcanum has one Council, Unity, with David Todd as secretary.

There are these temperance societies:

Abbie M. Everett, No. 2, Mrs. Della M. Price, secretary; Central Women's Christian Temperance Union; County Executive Sessions, Mrs. M. I. Jamison, president; L. M. N. Stevens, C. T. U., Mrs. M. I. Jamison, president; Newberry Branch, Mrs. Mary Feig, president; Prohibition Party League, Dr. C. W. Huntingdon, secretary-treasurer.

The United American Mechanics have: Liberty Bell Council, No. 51, Sons and Daughters of America, Annie R. Cline secretary; Williamsport Council, No. 489, J. O. A. M., A. B. Carter, R. S.

Williamsport Lodge of Elks No. 173 was organized July 5, 1890, with the following as charter members. Harry K. Smith, Elmer E. Renninger, W. A. Scheffel, Harry Parker, C. C. Beeber, R. C. Montelius, George W. Rianhard, Fred Steuber, L. J. Fiske, R. C. Campbell, John R. Pott, A. R. Wildy, Norman Miller, H. H. Montelius, Theodore Cornman and George M. Robinson. At the present time Harry K. Smith, Elmer Renninger, R. C. Montelius, W. A. Scheffel, John R. Pott and C. C. Beeber still retain their membership. Harry K. Smith was the first exalted ruler and also holds membership card No. 1.

In the early history the lodge met in the McCormick building, corner Fourth and William streets, later on moving to the third floor of the Elliott Block. July 15, 1902, the home at 348 Pine Street was purchased from the Young Men's Republican Club, and the first meeting held there September 22, 1902. At that time the membership numbered a little over three hundred.

During the World War the lodge was very active in its relief work and assistance to the Red Cross, giving up the major portions of their rooms for their use, providing sewing machines and other requisites necessary for their work, and in many other ways that charity dictated. Seventy of the members took an active part both in the army and navy, with most of them seeing work abroad. Four lives were sacrificed.

The lodge membership kept steadily increasing and the Pine Street home proved too small for their comfort and convenience. Plans were outlined and committees appointed to look after a site for a new home, when the present quarters, 36-44 East Fourth Street, was built and occupied April 6, 1927. The building and furnishings are valued at five hundred thousand dollars, with the membership numbering sixteen hundred.

The present officers of the lodge are as follows: Exalted ruler, A. G. Plankenhorn; esteemed leading knight, W. L. Pennington; esteemed loyal knight, J. F. Goodenow; esteemed lecturing knight, Donald Kline; secretary, Harry S. Louer; treasurer, H. N. Schnee; tiler, John P. Huling; trustees, R. R. Vickers, W. Stans Hill, E. R. Emerick; inner guard, Oliver W. Kopp; esquire, Carl P. Gehron; chaplain, W. R. Waldeisen.

The Loyal Order of Moose occupies its own club house on East Third Street and is in a flourishing condition. It is known as Williamsport Lodge No. 105 and John S. Hetherlin is its secretary.

The Lycoming Medical Society is a large and flourishing organization which embraces in its membership all the physicians of the county. Lee M. Goodman is president; Peter C. Reilly and I. T. Gilmore, vice presidents; W. S. Brenholtz, sec-

retary and editor; John A. Campbell, treasurer; Westley F.

Kunkle, librarian; W. Eugene Delaney, reporter.

There is also the Child Welfare Clinic, Miss Ruth Gensemer, supervising nurse; the Visiting Nurse Association and State Clinics, Department of Health, Dr. C. W. Youngman, chief, Dr. Robert F. Trainer, visiting physician; United States Pension Examining Board, J. F. Fleming secretary, and the Williamsport Hospital Staff Association, Westley F. Kunkle, president, Charles L. Youngman, secretary.

The patriotic orders are well represented in Williamsport by the Reno Post No. 64, John F. Leadlein, commander; William G. Moffett, adjutant; Mathias H. Lowe, quartermaster.

American Legion, Garrett Cochran Post No. 1, Lewis W.

Bluemle, adjutant.

Disabled American Veterans of the World War, Theodore Beck, commander.

W. S. Hancock Camp, No. 44, Sons of Union Veterans of the Civil War, George Zimmer, secretary.

United Spanish-American War Veterans, No. 47, John A. Harries, adjutant.

Ladies Auxiliary, U. S. W. V. No. 47, Mrs. William T. East, secretary.

Women's Relief Corps, No. 87, Mrs. William G. Moffett, secretary.

Ladies of the G. A. R., Circle No. 177, Mrs. Mae VanDine, secretary.

Ladies Auxiliary, Garret Cochran Post, American Legion, Mrs. Fred J. Bush, secretary.

Ladies Auxiliary to Sons of Union Veterans of the Civil War, No. 94, Mrs. Sara E. Lincoln, secretary.

Veterans of Foreign Wars, Howard W. Kahler Post No. 844, Clifford A. Gnau, adjutant.

There are the following miscellaneous societies in the city: Altar Society of the Church of the Annunciation; Business and Professional Women's Club, Margaret Sloan, secretary; Catho-

lic Daughters of America; Court of Our Lady of Victory, No. 532, Leona R. Ball, grand regent; Christian Rescue Mission of Williamsport, Washington A. Guthrie, superintendent; Civic Club, Annie E. Pott, president, Mrs. Lola Senn, secretary; College Club, Mr. J. E. Nancarrow, president; Dante Aligheri Society, John Coran, secretary; Fourth Ward Democratic Club, R. B. Coleman, secretary and treasurer; Fraternal Aid Union, No. 2467, Harry C. Sweeley, secretary; G. Marconi Society, Peter Cillo, president, Nick Casala, secretary; Harmonia Gesang Verein, Fred J. Thomke, secretary; Keystone League, Ralph D. Winter, secretary; Independent Order of Americans, William T. Sutliff, secretary; Knights of St. George, Charles Falk, secretary; Love and Charity (colored), Mrs. E. Cross, secretary; Lumber City Council No. 831, William T. Sutliff, secretary; Lycoming County Automobile Association, Richard W. Scott, secretary; Lycoming County Republican Committee, S. E. Brown, secretary; Lycoming County Social Club, Russell R. Forney, secretary; Lycoming County Law Association, Oliver J. Decker, president, John C. Youngman, secretary, Elbert A. Porter, treasurer; Modern Woodmen of America, Camp No. 7508, H. C. Bennett, clerk; Mothers' Assistance Fund; National Association of Letter Carriers, Branch No. 50, Frederick A. Bouchard, secretary; Nurses' Alumni Association, Mrs. Frank Keyte, president, Mrs. Francis Fisher, secretary, Mrs. W. F. Peard, treasurer; Omicron Pi Sigma Fraternity, John Vance, secretary; Patriotic Order of Americans, Ladies Auxiliary, Mary Wilson, secretary; Pennsylvania Manufacturers' Association, F. M. Wingate, representative; Protected Home Circle, Walter Showers, secretary; Republican League of Williamsport, Henry Holt, recording secretary; Ross Club, George L. Fisk, president, John S. Macabee, secretarytreasurer; St. Josephs' Brotherhood, Carl J. Stopper, secretary: St. Josephs' Charity Guild, Carl J. Stopper, secretary; Sons and Daughters of Liberty, No. 4, Ella Redfield, secretary; Susquehanna Canoe Club, W. Herbert Poff, commodore, C. M. Kehler, secretary; Susquehanna Grove, Woodsmen Circle, C. M.

King, clerk; Susquehanna Lodge No. 207, I. B. P. O. E. of W. (colored), Burgess W. Jamison, secretary; Texas and Blockhouse Fish and Game Club, W. Herbert Poff, secretary; Travelers' Protective Association of America, Post W, Daniel Swartz, president. Edwin M. Zahn, secretary; Ufficiali Barsaglieri, Lodge No. 138, Sons of Italy, Pietro Cillo, president, J. B. Mazzulo, secretary; United Commercial Travelers (Williamsport). Council No. 350, A. L. Wagoner, secretary-treasurer; United National Association of Post Office Clerks, Branch No. 243: T. W. Harris, secretary: United Sportsmen of Pennsylvania, Camp No. 42, S. J. Webster, president; West Branch Camp No. 56. Woodmen of the World, C. M. King: Williamsport Boat Club, William D. Leeds, president; Williamsport Branch Railway Mail Clerks, John W. Bloom, Jr., secretary; Williamsport Chess Club, O. R. Howard Thomson, secretary; Williamsport Council, No. 346, Knights of Columbus, J. F. Collier, grand knight, William Dooley, recording secretary, Martin W. Tolin, financial secretary, Fred A. Bouchard, treasurer, T. J. Kinsley, district deputy; Williamsport Country Club, James Watson, president, Miss Blanche Anspach, secretary-treasurer; Williamsport Firemen's Relief Association, Stuart E. Kane, secretary; Williamsport Foundation, Dietrick Lamade, chairman, Edward L. Taylor, secretary; Williamsport Furniture Company Employes' Relief Association, Harry Bond, secretary; Williamsport Real Estate Board, E. W. Cole, president, N. E. Watson, secretary-treasurer; Williamsport Turn Verein, Chrisian F. Vogt, president, Samuel Shaffer, vice president, Fred K. Algier, secretary, Gustave Weber, financial secretary, Adam Shaffer, treasurer; Williamsport Wheel Club, Howard W. Van-Dine, secretary: Women's Club, Mrs. Fannie C. Adams, house secretary; Young Men's Democratic Club, Thomas J. Donovan, president, Walter C. Horn, vice president, Edward S. McGraw, secretary, L. F. Conkrite, treasurer; Young Men's Republican Club, Jere F. Donovan, president, A. E. Frank, recording secretary; Young Men's Social and Literary Club, Max C. Gohen, secretary.

There are also these labor organizations: Ladies of the Mooseheart Legion of the World, Chapter 384, Mrs. Carrie Kissinger, secretary; Amalgamated Association of Street-Railway Employes, Joseph Habbel, secretary; Amalgamated Sheet Metal Workers, Albert Clements, secretary: Bookbinders Union, No. 17, R. I. Fisher, secretary; Bricklayers', Masons', Plasterers' International Union of America, George T. A. Bird, secretary; Brotherhood of Locomotive Engineers, No. 883. Harry D. Carson, secretary: Brotherhood of Painters, Decoraters and Paperhangers of America, W. A. Hall, secretary; Brotherhood of Railway Clerks, No. 1038, H. B. Fenderson, secretary; Brotherhood of Railway Signalmen; Brotherhood of Railroad Trainmen, Susquehanna Lodge No. 444, F. A. Hinkleman, secretary: Ladies Auxiliary to Brotherhood of Railroad Trainmen, Mrs. Mary Mosteller, secretary: Brotherhood of Railroad West Branch Lodge, No. 862, John T. Greenway, secretary; Carpenters' and Joiners' Union, No. 691, John I. Huss, secretary; Cigarmakers' Local, No. 145, William Hoebener, secretary; International Alliance of Stage Employes, No. 179, Joseph Pouliott, secretary; International Association of Machinists, Local No. 140, William E. Best, secretary; International Brotherhood of Electrical Workers, Local 239, Colonel A. Miller, secretary; Ladies Auxiliary to Brotherhood of Railroad, Mrs. Abram Micheltree, secretary; Moulders' Union, W. Edwin Gross, secretary; Order Railway Expressmen, Walter L. Hood, secretary; Plasterers' Local No. 47, Edward C. Sones, secretary; Plumbers', Plumbers' Helpers' and Steamfitters, John McQuade, secretary; Sulphur Springs Lodge, R. R. C. of A., C. S. Sholder, secretary; United Brotherhod of Carpenters and Joiners (millmen), Local No. 1995, Carl George, secretary; Williamsport Typographical Union, S. Herman Alter, secretary.

Nearly all the labor organizations meet in the Labor Temple on Pine Street, owned by the Williamsport Labor Temple Association, of which P. A. McGowan is president and W. A. Hall is secretary. The association rents its rooms for the use of different organizations who hold their regular meetings in the building.

#### CHAPTER XXXVII.

## FINANCIAL INSTITUTIONS.

THE WEST BRANCH BANK ORGANIZED IN 1835—FIRST NATIONAL BANK—WILLIAMSPORT NATIONAL BANK—LYCOMING NATIONAL BANK—SAVINGS INSTITUTION OF THE CITY OF WILLIAMSPORT—THE SUSQUEHANNA TRUST
COMPANY—LYCOMING TRUST COMPANY—BANK OF NEWBERRY—CITIZENS
STATE BANK—OTHER FINANCIAL INSTITUTIONS—COMMUNITY DISCOUNT
COMPANY—WILLIAMSPORT CLEARING HOUSE ASSOCIATION.

The financial institutions of Williamsport and, indeed, of the whole county, have always borne an enviable reputation for stability and soundness. In the more than ninety years since the first one was organized, not one of them has failed or been compelled to close its doors. The first of them, the West Branch Bank, went through some perilous experiences and was beset by many storms at different times in its career but it was able to weather all of them without having its credit impaired.

The West Branch was organized as a state bank in 1835, with John H. Cowden as president and James Armstrong cashier. For many years it was the leading banking institution in the northern central part of the state and its customers came from all the northern tier counties. It was incorporated as a National Bank August 7, 1865, with a capital of \$100,000. It continued to do business continuously down to January 1, 1927, when it was merged with the Northern Central Trust Company and the Lycoming National Bank to form the Lycoming Trust Company.

The First National Bank was organized December 3, 1863 with a capital of \$100,000. It was the first national bank in the city and the fourth in the United States. It has been located on its present site ever since its incorporation, a new and handsome building having been erected in 1913. Its first president was Abraham Updegraff who served until his death in 1884.

Edward Ladley is the present president, William P. Beeber, Chairman of the Board and Henry K. Greene cashier. It has a capital of \$600,000 with surplus and undivided profits of \$500,000.

The Williamsport National Bank was authorized by a special Act of Congress December 28, 1870 with a capital of \$100,000 and has continued to do business at its present location since that time. It was completely rebuilt and beautified in 1928. Its present officers are William Russell Deemer, President, and George Porter Shotwell, Vice President and Cashier. It has a capital of \$250,000 with surplus and undivided profits of \$355,000.

The Lycoming National Bank was organized March 30, 1875 to succeed the Lycoming County Savings Bank with a capital of \$100,000 and continued to do a prosperous business until January 1, 1927 when it was merged with the Northern Central Trust Company and the West Branch National Bank to form the Lycoming Trust Company.

The Savings Institution of the City of Williamsport was organized June 4, 1867 by the election of George White as President and Henry Sproul as Secretary and Treasurer. It is strictly a savings institution, loans money secured by first liens on real estate in the county and pays three percent interest on time deposits. It has assets of over \$2,500,000. Its officers are Robert A. Housel, President, and William F. Leadlein, Secretary and Treasurer.

The Susquehanna Trust Company was the first institution of this kind to be organized in Williamsport. It began business in February, 1890 in the Weightman block on West Fourth Street with Robert P. Allen as its first president. In July, 1891 it moved to its present location on lower West Fourth Street where it has continued to do business since that time. Its capital is \$500,000 and it has a surplus of \$700,000 and undivided profits of \$100,000. Its officers are John G. Reading, President

and Leo C. Jones, Vice President and Treasurer. It has a branch in Newberry.

On April 4, 1887, Cochran, Payne and McCormick organized a private banking house at West Fourth and William streets which afterwards became the Northern Central Trust Company and continued to do business until January 1, 1927 when it was merged with the West Branch and the Lycoming National Banks to become the Lycoming Trust Company.

The Lycoming Trust Company was formed January 1, 1927 by the merger of the Northern Central Trust Company, The West Branch National Bank and the Lycoming National Bank. It is located at West Fourth and Pine Streets and has branches in the East End, at Franklin and Washington Boulevard and at Cemetery Street and Memorial Avenue in the West End of the city. In 1918 a large and commodious addition was built to its original imposing building at the corner of West Fourth and Pine streets. Its officers are: Harry C. Bubb, honorary president; James B. Graham, president; Walter B. Geiger, vice president and secretary; Garret C. Mitchell, treasurer. Its capital is \$2,000,000 and surplus and undivided profits of \$614,651.99.

The Bank of Newberry was incorporated as a State Bank April 5, 1905 with a capital of \$100,000. It is located at 2001 West Fourth Street and its officers are: Scott R. McKean, president, and Harry W. Reeder, cashier. It had a surplus of \$180,000 on August 31, 1928 and undivided profits of \$39,747.49.

The Citizens State Bank was incorporated October 1, 1911 with a capital of \$50,000 and its place of business is in the Weightman block on West Fourth Street. It has a surplus of \$36,500. Its officers are: W. Clyde Harer, president and M. J. McMahon, cashier.

Other financial institutions in Williamsport which flourished for a time and then passed out of existence were: the Lumberman's National Bank, started by Peter Herdic in February, 1865 and which continued in business until the decadence of the lumber industry in 1889, when it went into voluntary liquidation; The Lycoming County Savings Bank, a private institution which was organized April 13, 1871 with a capital of \$50,000. In 1875 it was converted into a National Bank under the name of the Lycoming National and continued to do business until its merger with the Northern Central Trust Company and the West Branch National Bank in January, 1927 to form the Lycoming Trust Company.

The banking house of Payne, Cochran and McCormick was a private institution. It afterwards became the Northern Central Trust Company. The Merchants National Bank was organized in 1888. It was located at the corner of Pine and West Third streets and was the successor of the City National Bank which stood on the same corner. The Citizens National went into voluntary liquidation and the Merchants National was merged with the West Branch National.

In addition to the regular banking institutions in the city, there is also the Community Discount Company, located on William Street above Fourth, whose business is loaning money in small amounts. Its president is P. M. Newman and William M. Young, secretary and treasurer.

There is also the Williamsport Clearing House Association, of which all the banks are members, and which does a general clearing house business. Its officers are: David A. Sloatman, chairman; William F. Laedlein, secretary, and W. S. Erieg, manager.

## CHAPTER XXXVIII.

## FIRE DEPARTMENT—GREAT LUMBER FIRES.

DIFFICULTY OF FIGHTING LUMBER FIRES—BUCKET BRIGADE—FIRST FIRE ENGINE—VOLUNTEER FIRE DEPARTMENT—FIRE BOARD—FIRE COMPANIES—PAID DEPARTMENT—FIRST MOTOR DRIVEN COMBINATION—FIRST CHIEF'S AUTOMOBILE—OTHER MODERN EQUIPMENT ADDED—CHIEFS—SOME DESTRUCTIVE LUMBER FIRES.

The present efficient Fire Department of the City of Williamsport developed by a process of gradual evolution from a group of fire fighters that had few equals in the world, made so by the character of the conflagrations they were compelled to cope with, those in the great lumber yards of the city.

The present generation has no adequate conception of what a lumber fire meant in the old lumber days when one in the yards spelled destruction to thousands of dollars worth of boards and was a serious menace to the residential and busi-

ness parts of the city.

In the beginning the only way of fighting a fire was through the medium of a bucket brigade in which buckets of water drawn from a pump were passed from hand to hand and dashed on the fire. The borough ordinances required every house holder to keep a certain number of buckets on hand ready for immediate use. Then came the hand engines and the erection of fire hydrants after a water company had come into existence to supply the municipality with water.

It was about the year 1835 that the first fire engine was brought to Williamsport. By 1840 there were two here, one located at Third and Pine streets and the other at Third and William. Later the former was moved to Third and Mulberry streets. The first one was named the "Sassy Sal." It was a small machine pumped by hand but was sufficiently efficient for those days and was in use for a number of years.

The Volunteer Fire Department began about the year 1840 and was composed of two companies one called the Neptune and the other the Washington. These two companies were consolidated into one company in 1869 known as the Washington. It was equipped with a double-braked hand engine and a quantity of hose. The Rescue No. 1 was organized April 8, 1856. Charles R. Doebler was its first foreman and Milton Repasz its secretary. The Independent Fire Company No. 1 was organized in 1856 and was operated for a number of years as a hose company exclusively.

The volunteer firemen took pride in their work and drills with the old hand engines were carried on almost nightly. The men were kept in the best of physical condition by frequent exercise and the efficiency of the department was of a high

order.

Each company was jealous of the other and each aimed to exceed the other in point of efficiency, hence the frequent drills. These jealousies often developed into free fights and indeed it was a rare occasion when a fire was not the cause of a scrap of some kind. These usually arose by reason of the effort of

each company to get to a hydrant first.

After Williamsport was incorporated as a city in 1866, the fire department was supervised by a fire board, elected by members of the fire companies and under the control of the fire committee of Council. There were then four companies in town, the Restric Company No. 1, located in a two-story frame building at the corner of Mulicry and William streets; the Washington Fire Company, located on West Street; the Washington Fourth streets; the Independent at Market and Third streets; and the Reystone Hook and Ladder Company, just organized, and no home secured for it.

Down to 1870 two additional companies had been added, the Newberry organization, known as Friendship No. 3, and the Hope Hose Company, located on Mulberry Street. The Friend-

maria is Established

ship company was never fully organized and soon passed out of existence.

This continued to be the status of the department form to October 2, 1869 when the Hibernia Fire Company, because at Third and Campbell streets was organized and about the same time the Liberty Hose Company was organized in the First Ward and located in a barn on Geiger alley.

This constituted the Williamsport Fire Department at the time it became a paid institution in 1874. Independent Fire Company No. 1, President, John F. Laedleut Secretary Charles Samsel; Foreman, E. F. Page; Washington Fire Jompany Da. 2, President, E. M. Haffman; Secretary William Stevari Foreman, J. W. Miles; Hiberray Fire Company No. 3, President, James Bermingham; Secretary Metalle Epitin Liberty Hose, No. 4, President, John E. Trovbruige, Secretary Joseph G. Duel; Foreman, William Stravbruige, Espe Hose, President, Ross Fulmer; Secretary, G. F. Thomerman, Fireman, Lewis G. Harrinton.

Keystone Hook and Ladder Company No. I. President, W. B. Maitland; Secretary, S. C. Steuben: Foreman, Joseph E. Mackey.

The Protection Bucket Company No. 6 was organized August 15, 1872 and was located on Walberry Street with the Independent and Hope Hose. Shortly after this company secured a hose cart and became Protection Hose Company No. 6.

This was the department when the events arise which brought into existence the paid five legariment. At this time the Keystones had a hand book and ladder ruck with a tangue at each end. Later it secured a team but the man in the reactiongue had still to steer it by hand, running in the steer as he did so and as a consequence it was not a success.

The Independents, "Wash'es" and Elbernias all had stram fire engines. At first these engines, as well as the lose sams, were drawn by hand but soon the three engines were provided with horses, but the hose carts were drawn by hand until the paid department came into existence. The engine horses were worked on the streets, in the sprinklers, in stone wagons and, in fact, at anything that would help to pay for their board and care and as a consequence they were frequently a long distance from the engine houses when wanted.

At the first election after the paid department was organized the nominees for chief engineers were Page, Turley and Caldwell. The first ballot stood Page, 6; Turley, 7; Caldwell, 5. The second ballot was Page, 4; Turley, 7; Caldwell, 7, and on the third balot Caldwell, 10; Page 8; and M. H. Caldwell was declared elected the first chief of the new paid fire department.

H. M. Page and William J. Stewart were the candidates for

assistant and Mr. Page was elected.

The original paid fire department was as follows: Chief Engineer—M. H. Caldwell. Assistant Chief—H. M. Page. Nó. 1—Engineer, Jasper King; fireman, A. L. Kantner; driver, John Zinzenmaster; foreman, Lewis Strine; hoseman, Charles Baird, William Arp, A. W. Page, Jacob Smith, Charles McManigal.

No. 2.—Engineer, Frank Strayer; fireman, Anthony O'Donnell; driver, George Beauperland; foreman, John W. Miles; hoseman, John Spatz; Henry Ferber, Patrick Avoy, Thomas

Hallahan, Charles Thompson, J. J. Waters.

No. 3—Engineer, Robert Reed; fireman, Thomas Harrison; driver, Patrick Dugan; foreman, Samuel Bubb; hoseman, W. J. O'Brien, Matthew Costello, Michael McMahon, John White, Michael Shannon, Patrick Shannon.

No. 4-Foreman, Joseph Crawford; hoseman, John Seitz, R.

Edler, William McCoy.

When the paid department went into effect all the old hand drawn hose carts were changed to horse drawn, shafts for one horse being attached to each. For many years they were drawn by one horse and later most of them became two horse machines.

In the fall of 1886 it was decided to place an engine company in the Seventh ward and in September of that year a lot was purchased and an ordinance passed for the erection of a fire house to be provided with cells for use as a temporary lockup in which prisoners could be placed until they could be removed to the city hall or jail. Later a new engine, the one which became familiar to the people of Williamsport as the only three horse engine in the department, was purchased for No. 3 fire company and the old No. 3 engine was transferred to No. 5 station while a new hose carriage was purchased for No. 5.

The first two-horse chemical combination wagon in the department was purchased by ordinance of December 14, 1897 and it saw service in nearly, if not all, of the companies before it was taken out of service.

An improved Hayes truck was purchased in June, 1887, and was first put into service with a company of three men.

In January, 1900, council appointed a committee to select a lot for a new fire station for a new company to be known as No. 6 engine company. The lot upon which No. 6 is now located in the Tenth Ward, was secured and in October, 1900, council ordered a fire station erected upon it and on October 19, 1902, an ordinance was passed directing the purchase of an engine for the new company.

In 1911 the first motor driven combination chemical and hose wagon was purchased and this piece of apparatus also went the rounds and eventually served in nearly all of the companies in the department.

In 1912 the chief's buggy gave way to an automobile, the car belonging to Chief Stryker, who furnished the machine and the city furnished the gasoline and upkeep for the use of it in the department. Upon the death of Chief Stryker, in 1914, the buggy came back into use again and was retained until July 5, 1923, when the city bought a car for the chief.

The first motor driven triple combination pumper, chemical and hose wagon, was purchased for No. 2 fire company by

ordinance passed May 8, 1914 and the steam engine and horse drawn combination hose and chemical wagon at No. 2 station was transferred to No. 5.

In January, 1915, a combination chemical and hose wagon was ordered for No. 4.

From this time the motorization of the department was rapid. In 1918 a triple combination wagon was ordered for No. 5 and the horse drawn combination formerly at No. 5 was motorized and transferred to No. 3, displacing the last horse drawn hose wagon.

In 1921 a modern motor driven aerial truck was purchased and a triple combination engine was bought for No. 6.

In 1924 a triple combination engine was purchased No. 1 company.

In 1925 a new company, No. 7 was organized and located in the Fifteenth ward. It was equipped with a triple combination engine. In the same year a triple combination engine was purchased for No. 3 fire company and the last piece of horse drawn apparatus went out of service.

During the sixty years of its existence the fire department of Williamsport has had seven chiefs: James Hinkle in 1867. M. E. Caldwell followed, then Henry Stoetzel, again M. E. Caldwell, John W. Miles, W. E. Page, again John W. Miles, Frank Stryker, again John W. Miles and Michael Clark, the present incumbent.

The members of the Volunteer Fire Department of Williamsport earned the right to be classed among the best of their kind by reason of being so frequently called upon to fight lumber fires which required a skill and courage of a peculiar kind.

Except for that portion occupied by the middle section of the built up portion of the city in the days of the lumber industry, the bank of the river was lined with immense piles of lumber and boards which extended from below the Pennsylvania railroad bridge to Lycoming creek and running back from the river for several blocks. When a fire broke out in one of these yards, especially if the wind were blowing, it immediately became a serious menace to thousands of dollars worth of property. These fires were not only the cause of heavy losses to the mill owners but also frequently endangered other parts of the city. Sometimes the reflection in the sky from these great conflagrations could be seen as far away as Harrisburg or Elmira, a distance of a hundred miles.

The following specific instances will serve to show what

these frequent fires meant:

Shortly after midnight on Saturday, April 11, 1874, fire was discovered in two lumber piles in the Brown, Early & Co., lumber yard, near Park and Filbert streets. They were apart from each other and the fire was of incendiary origin. Before the flames were controlled thirty acres of ground had been burned over and thirty million feet of lumber, the saw mill of Filbert, Otto and Company and the planing mill of Grouse, Herdic and Company had gone up in smoke. The lumber yards of Brown, Early and Company, P. Herdic and Company and Filbert, Otto and Company which had been piled solidly with valuable pine lumber, were swept clean. From Filbert street to the canal and from Park Street to Campbell Street everything was burned over and destroyed except the mill of Herdic and Company which by some trick of the fiames escaped, the office of S. N. Williams and a few piles of lumber near the office.

The Hibernia Engine House, on Campbell Street, had no bell but the shrieking mill whistles attracted attention quickly and soon the whole volunteer fire department was on its way to the spot. A shrieking mill whistle in those days brought

every inhabitant to his feet.

For drying purposes lumber piles were constructed of layers of boards with regular interstices and each of these created its own particular draft through the pile so that headway in fighting against it was extremely difficult. The fierce heat created a strong upward current which became a regular whirl-

wind carrying blazing boards and heavy planks high into the air. Water from the hose became steam because of the intense heat almost before it reached the fiames.

The one and only way to fight such a fire was to get in front of it, create a fire lane by tearing down piles of lumber and standing the boards on end solidly against the piles on the opposite side of the lane and then concentrate the fight on keeping these so wet the heat could not set them on fire. Sometimes this had to be repeated time after time because the flames leaped across the fire lane or burning boards carried the fire over.

When the mayor was satisfied the fire was beyond the capabilities of Williamsport's number of fire companies and that aid was necessary he did not hesitate to ask for it and in this case messages were sent to Lock Haven and Sunbury asking for aid and about six o'clock Sunday morning a special train from Lock Haven brought the Cataract Fire Company with its engine and hose cart, under L. R. McGill: the Citizen's Hose Company, under E. A. Fancher; the West Branch Hose Company and the Dauntless Hook and Ladder Company, all under command of Chief R. S. Barker. They unloaded at Walnut Street and went into action. About the same time a special train from Sunbury brought the Washington Fire Company with an engine and two hose carriages and the Good Intent Hook and Ladder Company with its truck. The latter was so damaged in the excitement of unloading that it could not be used but the balance of the apparatus went at once into service.

In addition to the lumber and mills destroyed a row of fourteen frame dwellings on Filbert Street was burned.

The old "Black Maria" of the Beaver Mills, the strange looking engine which will be remembered by the older generations, was brought out and was one of the most effective of the fire fighters.

The aggregate loss from the fire was estimated at \$150,000 but with present lumber prices it would have been more than five times that figure.

The question of water supply rarely entered into calculations in those days because the canal and river were both near.

On the evening of April 28, 1876, another big lumber fire occurred and ten acres were burned over before it was extinguished, much of which was included in the area burned over in the fire of 1874. This fire was started by incendiaries in a lumber pile about midway between Maynard and Park streets, in the yards of Ranstead and Flynn, and consumed eight million feet of lumber, valued at that time at \$125,000. The Maynard mill was saved after a hard fight and the new Maynard Street bridge was only saved by putting an engine on it.

Lock Haven sent to this fire the Cataract Fire Company, Watsontown sent its company and Sunbury sent an engine,

hose carriage and hook and ladder truck fully manned.

A week later, on the night of Saturday, May 6, 1876, the mill whistles again shrieked out the alarm of fire to citizens whose nerves had hardly become settled from the last lumber fire and Wliliamsport was once more in the throes of a big conflagration. This time the territory burned over was that between the old outlet lock at the foot of Locust Street on the west and Hepburn Street on the east and from the canal to the river. Only the natural barriers of the canal on the north and west and Hepburn Street on the east with the river on the south made it at all possible to confine the flames to this area. Firemen standing up to their shoulders in the waters of the canal fought back the flames which tried to cross and kept themselves alive by ducking under water when they could stand the heat no longer.

The fire started in the edge of the Beaver Mills yard near the collector's house at the outlet lock and was incendiary. It burned through the Barrows and Company yards, the Hebard and Smith yards, the Beaver Mills yards and the B. H. Taylor

and Company yards.

No. 1 steamer, located on the canal bank, had a force of men on a drag rope slowly pulling the engine along the towing path as the flames drove it back, but the engine never stopped pumping. Men in the canal threw buckets of water on the engine and the men operating it.

At the Beaver Mills and the Noble and Son grist mill a hard fight was made, and both were saved.

Lock Haven sent the Cataract engine and two hose carriages, Milton sent the Miltonian steamer and two hose carts, Watsontown sent the West Branch steamer and Hope Hose and Muncy sent its steamer.

The "Black Maria," the most powerful of all engines on the scene, the property of the Beaver Mills, broke a cog and could not help at its own fire.

In the summer of 1887 a fire started near the office of the Merriman mill and burned over a territory extending from Susquehanna to Campbell Street and from the canal to Vine Street, now Vine Avenue. It burned the back fences of the lots of the houses on West Fourth Street and threatened many of the homes themselves. This fire came closer to the residential section of the city than any of its predecessors.

There were many smaller conflagrations at various other times and, indeed, a year never passed that there were not one or more serious fires in the city.

### CHAPTER XXXIX.

# MUSICAL ORGANIZATIONS.

FIRST BRASS BAND—REPASZ BAND—NOTED MUSICIANS—THE OLDEST BAND IN THE UNITED STATES—SERVED IN THE CIVIL WAR—OTHER BANDS—THE IMPERIAL TETEQUES—ORCHESTRAS.

Williamsport has always been a musical town and from its earliest history has had some accomplished musicians. It was not until the year 1831, however, that any attempt was made to organize a brass band. In that year an organization was effected with the following members: Jacob L. Mussina, John S. Hyman, Henry D. Heylmun, Abraham Rothrock, Hepburn Ruch, John Rothrock, Jacob W. Hyman, Samuel Strayer and a few others. It was called the Williamsport Band and Jacob L. Mussina was made leader. It was afterwards joined by Joseph Grafius and Christopher Lawrence, both musicians of note. A. K. Mabie was also a leader for a few years and in 1850 Daniel Repasz took charge. He was a musician of great ability and could play several instruments and play them well. Repasz acquired new instruments for the use of the band and by his own example inspired the members with confidence in themselves.

This was the early beginnings of a musical organization which is still in existence and which has become known from the Atlantic to the Pacific and has played to many distinguished people and in many of the large cities in the country. It is the oldest brass band in the United States. In later years Milton B. and George B. Repasz also became members of the band and they were equally skilled as their father, Daniel Repasz.

In addition to the Repasz there were several other brass bands in the city at various times, some of which had a precarious existence while others continued to function for considerable periods.

The Repasz band served in the Civil War, first in the three months' campaign with the Eleventh Regiment of Volunteers and then in connection with the Twenty-ninth Volunteers, Colonel John K. Murphy. This service lasted for about a year while that with the Eleventh Regiment lasted three months.

Subsequently the Stopper Band and the Excelsior were organized. The Excelsior lasted for only a short time and then went out of existence. The Stopper organization was one of the city's leading bands for many years and achieved an enviable reputation. There was also the Hammer Band, which had a brief life, and the Smith Band, which existed for a much longer period and was at one time the regimental band of the Twelfth Regiment N. G. P. The Repasz also served in this capacity for a short time.

One of the most noted bands, which has become known far and wide for its excellent music and the high character of its members, is the Masonic Band, known as the Teteques. One evening in the year 1894 Truman P. Reitmeyer, John K. Hays, Herbert R. Laird and Clarence Else, all members of the Masonic fraternity, were sitting around a fire in their lodge room when the subject of music was brought up and after some discussion it was decided to form a quartet of performers on brass horns and Reitmeyer, who was a good musician, agreed to teach them how to play. This was done and at one of the subsequent meetings of the lodge they played with such effect as to bring down the house. This was the beginning of a famous organization whose name is known from coast to coast. The quartet improved with age and gradually other members were taken in who played different instruments and eventually a real brass band developed. The name originally given to the quartet was the "Triple Tongued Quartet" and from this the evolution was easy to T. T. Q. and finally Teteques. Mr. Reitmeyer, after the band had grown to larger proportions, was

succeeded as director by James Fisk and he was followed by J. Walton Bowman. While there are a few other bands of a like character in the United States, the "Imperial Teteques," as the organization is now known, is the original all-Masonic musical organization in the country.

There was another band that, while it never acquired national nor state wide fame, yet was a factor in all torch light parades and affairs of a like character for many years. This was "Billy" Sips Band, which was really nothing more than a fife and drum corps, but made excellent marching music and

was greatly in demand for parades of all kinds.

The Stopper and Fish Orchestra was organized September 1, 1877, with L. J. Fisk as manager. It also had a secondary organization called the "annex" which enabled it to fill two engagements on the same night. Both of them have long since gone out of existence. There was also the Fisk Military Band, organized May 6, 1880, under the same management as the preceding. It, too, has ceased to exist.

The Star Orchestra came into being in September, 1890, but did not long survive. There was also the Metropolitan Orchestra, organized June 16, 1891, and the Elite Orchestra, both

of which had a short life.

In addition to the Repasz and Teteques, Williamsport also has at the present time the Verdi Band, an Italian organization of great merit, with Joseph G. Biffarella as director; the Citizen's Band of South Williamsport, Charles K. Noll, director; Garrett Cochran Post American Legion Band, Fred De Canio, leader; the Legionnaires' Orchestra, E. L. Diehl, leader; the Veterans of Foreign Wars Drum Corps, Le Roy Hammer, secretary, and the Kaseman Orchestra, Harry C. Kaseman, director. There is also the McDowell Club, which sponsors high class concerts.

#### CHAPTER XL.

### THE SILK INDUSTRY.

A LEADING INDUSTRY OF WILLIAMSPORT—VALUE OF PRODUCT—AN ARMY OF EMPLOYEES—JOHN N. STERNS AND COMPANY—HOLMES SILK COMPANY—DEMAREST SILK COMPANY—W. R. HAEHN COMPANY, INC.—KEYSTONE SILK COMPANY—LEONARD W. WOOD SILK COMPANY—NATIONAL SILK DYEING COMPANY,

One of the oldest types of manufacturing in the world today holds a top-notch position in the list of Williamsport's industries, both in the value of manufactured product and in the number of persons employed.

This is the silk industry, which in thirty-four years has grown to such proportions that it employs 1,350 operatives in Williamsport, and includes seven plants for the manufacture of broad silks, a great establishment for dyeing silks and also a silk braid manufacturing plant.

A survey shows that there are today in Williamsport's mills over 1,500 looms for weaving broad silks, while the local plant of John N. Stearns and Company, the largest single plant in the city, has 100 looms for the manufacture of ribbons.

On the basis of the number of broad silk looms in the various mills, taking into consideration the fact that some of the looms are operated at night as well as on day shift, it is estimated that the product of these broad silk looms is 6,000,000 yards per year.

This would suffice to make dresses for 1,500,000 girls or women, allowing four yards to a dress.

The 6,000,000 yards of manufactured produce which the mills are capable of producing in a year such as the industry has just completed, would represent a market value, at wholesale, of \$7,500,000 on the basis of \$1.25 per yard, which is declared to be a conservative average.

This figure is equal to the value of the output of Williamsport's lumber industry in its heyday, although the number of persons employed is not so great. It should not be forgotten, however, that a lumber output equal to that reached here forty years ago would today be valued at several times what it was then.

While in neither instance are the figures obtainable, it is certain that the annual payroll of the Williamsport silk industry is vastly greater than that ever reached in the local lumber industry.

Girls and women are working in silk mills here today and as a rule earn wages which would have been the envy of "highsalaried" men not many years ago. An official of one of the plants states that it would be startling if the number of girls from that plant who pay income tax would be made public.

The weaving of silk is an industry which originated in China in remote times. The patient Orientals who possessed an ancient civilization, found the way to make use of the slen-

der filaments making up the cocoon of the silk worm.

The Orient is today the source of more than two-thirds of the world's supply of raw silks. Europe knew nothing of silk culture until in the sixth century, although for centuries it had prized silk cloth, which was one of the prizes which traders carried to Rome from distant lands.

Most of the silk which is used in Williamsport's mills comes from the Far East. Italy supplies some of the finest grade raw products used here. France, which is second to Italy in European production of raw silk, uses it for her own needs. "Rayon" or artifically created silk, which was first exhibited at the Paris exposition in 1889, is used here to some extent.

The first attempt to produce silk in America was made in Georgia soon after the settlement of the colony. The experiment was successful, in that it was demonstrated that silk could be produced there, but as in every subsequent attempt to introduce silk culture in America, it was found that labor costs make

the expense prohibitive. Countries where labor is cheap and the people characterized by patience, have practically a monopoly upon the production of raw silk.

The vicinity of New York City was the scene of the first manufacture of silk in America. Paterson, N. J., became a center for this industry and is still known as "The Silk City." Even today Paterson is the greatest center for silk manufacture, but the industry is getting away from there as quickly as opportunity affords. Labor difficulties have been frequent there and the manufacturers desire more favorable locations.

John N. Stearns, the founder of John N. Stearns and Company, was one of the pioneers in the silk industry of this country. From the beginning he gained a reputation for reliability and high quality of his product. In 1893 he built a mill in Williamsport, which was a branch of his other mills in New York and Virginia. This mill was built on a plot of between four and five acres, with about 80,000 square feet floor space. Since then the mill has been increased about fifty per cent in size, and practically quadrupled in capacity. In 1900 the firm, finding itself unable to secure enough operatives in Williamsport for its increasing business, built another mill in Elmira, N. Y., for not only the weaving but also the spinning of the silk thread. and is today even larger than the Williamsport mill. In 1902 Mr. Stearns incorporated what was then a copartnership into a corporation, of which he became president. In the same year his company incorporated the Susquehanna Silk Dveing Company and built an extensive dyeing plant in Williamsport. At that time this dyeing plant was pronounced by some of the greatest experts in the dyeing business as one of the best dvehouses in the country for the efficient dveing of silk. Citizens of Williamsport subscribed to all of the bonds issued for the erection of the plant, and today many of them will remember how the Board of Trade was warmly congratulated on raising the required amount in a single hour. That produced a sensation at that time. In 1907 Mr. Stearns died and his son, of the

same name, became and still is president of the company. In the meantime John N. Stearns and Company have been running their weaving plant in Williamsport without cessation, and it is today one of the best equipped and most efficient plants in the country. Joseph G. Halsey is superintendent of the Williamsport mill, and Harley G. Morton is general manager of both the Williamsport and the Elmira mills.

A four-story building was added to the plant in 1919. The company manufactures a diversified number of silks and has in constant operation 619 broad looms during the day and 200 at night.

The Holmes Silk Company was the second to locate in Williamsport and has plants both here and at Ridgway, Pennsylvania. Broad silks exclusively are manufactured. Its entire product is sold through its New York office at 148 West Thirty-seventh Street and distributed to all parts of the United States. It has an output valued at about two and one-half million dollars annually. Its capital stock is \$200,000 and it employs about 300 skilled workers. Its officers are: W. B. Phillips, president and treasurer; W. J. Phillips, vice president; G. M. Donaldson, treasurer.

The Demarest Silk Company is another important plant in Williamsport which manufactures crepes, plain taffetas, satin and rayons. It is located on Railway Street in the East End and occupies a large brick building. It has been in operation since 1912 and runs 176 looms. It pays out in wages upwards of \$133,000 per year. Its officers are: J. J. Demarest, president; W. V. Ryerson, vice president; J. W. E. Demarest, secretary-treasurer.

There is also the W. R. Hoehn Company, Inc., which manufactures broad silks and has a large and modern plant in the central part of the city on Pine Street. Its president and general manager is Walter R. Hoehn.

There is also the Keystone Silk Company in South Williamsport. Valentine Luppert, president, and C. H. Drinkwater,

treasurer, and the Lycoming Silk Company, manufacturers of silk braid.

The Leonard W. Wood Silk Company was incorporated in 1819 and for a number of years manufactured a small line of cotton braids, of which ric-rac was the chief item. Operations began with 105 German braiding machines and the facilities of the plant have been increased until the braiding equipment now consists of 600 machines. The product now consists of a large line of rayon braids, as well as ric-rac, that are used on garments and many other lines. In addition to the braid business the company has developed a substantial bias binding and novelty edging business as well as narrow loom products such as shoulder strapping and lingerie. The name of the company has recently been changed to the Williamsport Narrow Fabric

Company.

The Williamsport plant of the National Silk Dyeing Company is one of seven others owned by the same company in this country and Canada. It was established by John N. Stearns in 1902, Williamsport capitalists joining in the financing. In 1906 it passed into the hands of the Auger and Simon Company and two years later the National Silk Dyeing Company was formed of which the Williamsport plant became an integral part. company are dyers of raw and piece silk and rayons and have one of the most modern and best equipped plants of its kind in the world. The main Williamsport building is 452 feet long by 115 feet wide and the other buildings connected therewith occupy as much space. The ground space owned by the company covers nineteen acres. The entire plant has recently been electrified and practically all the dyeing is done by machinery. In the neighborhood of 50,000 pounds of silk are handled in a month valued at \$400,000. The company employs about 200 men and its monthly payroll is in the neighborhood of \$25,000. Its officers are: Charles L. Auger, president; Edward F. L. Lotte, vice president and general manager; Charles E. Lotte, treasurer, and Frank Maass, secretary. Its Williamsport superintendent is C. Raymond Gulliver. One of the main features of the company is its "Past Service and Welfare Department," having for its object death benefits, the alleviation of distress among its employes and medical aid to be rendered in case of illness. The Williamsport plant has about twenty-five old employes on its pension list.

#### CHAPTER XLL

## WILLIAMSPORT'S INDUSTRIES.

FURNITURE FACTORIES—W. D. CROOKS AND SONS—WILLIAMSPORT FURNITURE COMPANY—THE CROMAR COMPANY—THE J. K. RISHEL FURNITURE COMPANY—PLANING MILLS—CULLER FURNITURE COMPANY—THE LYCOMING MANUFACTURING COMPANY, EMPLOYS 2,500 MEN, PRODUCTION, ASSETS, OFFICERS—KEYSTONE RUBBER COMPANY—OTHER MANUFACTURING COMPANIES—WILLIAMSPORT WIRE ROPE COMPANY.

Next to the silk mills the most important industries in Williamsport, in point of numbers, are the furniture factories and manufacturers of house construction accessories. These are legacies left from the great lumber industry. Many of them were started before the saw mills ceased to exist and have been continued since then, the raw materials being brought in from other places.

One of the oldest and largest of these is the W. D. Crooks and Sons plant, manufacturers of doors, made from all kinds of wood. The fame of "Crooks doors" has become nation-wide. The company organized in 1866 and incorporated in 1909. Its factories occupy 125,000 square feet of working space and are well lighted and sanitary, also well equipped. All employes are furnished life insurance commensurate with their terms of service. Nineteen men have been with the company for over five years; 21 over ten years; eleven over twenty-five years; and three over thirty years. Nearly all the principal business places, churches and more pretentious homes in Williamsport are furnished with Crooks doors. The officers are: Frank L. Crooks, president; George W. Crooks, treasurer.

The Williamsport Furniture Company was founded in 1866 by F. N. Page and some of his business associates. Bedroom

furniture has been manufactured from then down to the present time continuously. The land occupied by the building embraces three acres and the capital invested is \$500,000. It employs 200 operatives and its yearly payroll amounts to \$350,000. Its output is valued at approximately one million dollars annually and is sold in all parts of the United States, including the Pacific coast and the City of Mexico. The officers of the organization are: A. Thomas Page, president, treasurer and general manager, who has been with the company for thirty-six years; James Kerr, general superintendent, who has been with the company sixteen years, and Allen P. Page, secretary and sales manager, who has been with the company for six years.

Among the nationally known and used products that Williamsport industries are contributing to the commercial and industrial world is Cromar factory finished oak flooring, manufactured by the Cromar Company of this city. This is truly a Williamsport contribution for it was invented by Elmer C. Dittmar of 1603 Memorial Avenue and is the only product of its kind in the world.

Nine years ago, at which time it was considered impossible to put a cabinet finish on plain oak wood, Mr. Dittmar invented and patented this Cromar process of finishing flooring.

The initial factory was at Day and Light Street and the company was known as the Crooks-Dittmar Company. In the spring of 1926 a new factory was built at a cost of approximately a half million dollars. In the December, 1926, issue of the American Builder, this factory was referred to as "the most modern woodworking plant in the country." Later the company changed the name to The Cromar Company with George W. Crooks, president; K. E. Crooks, treasurer and general manager; W. D. Crooks, Jr., sales manager, and Joseph C. Maneval, secretary.

Cromar is made from the Appalachian white oak. It is sanded, filled and twice varnished, and treated to resist moisture before it leaves the factory. When the beautifully finished

Cromar strips are nailed down, the floor is ready for use. The slogan of the company is, "Lay and use the same day."

All the flooring is produced on high speed machines, which turn out the finished product at the rate of 180 lineal feet per minute. At the present time there are about one hundred men

employed.

For the first five years the company was introducing and perfecting the product. The manufacture of Cromar is, of course, in its infancy, but already distributors stationed in every part of the United States are handling it and shipments are consigned to Honolulu, Turkey, Porto Rico, Canada and China. Many inquiries have been received from Holland, England, Sweden, South America, Africa, Nova Scotia and Italy.

The J. K. Rishel Furniture Company is one of the largest in the city and its products go to all parts of the United States and some foreign countries. The company specializes in dining and bedroom suites, matched office suites, complete in every detail, commercial desks, chairs and tables. It enjoys a good patronage and employs in the neighborhood of two hundred men.

The Williamsport Building Products Company manufactures several brands of floors for all kinds of buildings, either laid in colors or a combination of colors. These floors are used in sun-parlors, living rooms, churches, banks, theaters, or hotel lobbies.

The Vallamont Planing Mill Company furnishes all kinds of mill work for buildings and is a growing concern with a constantly increasing business.

The Williamsport Planing Mill Company does a business of like character but specializes in interior wood trimmings.

The Weiss Manufacturing Company make table parts and wood carving.

For thirty-four years the Culler Furniture Company has manufactured a full line of furniture for all household uses. The business was founded by C. L. Culler in 1892 and has had

a successful existence since that time and has experienced a steady growth in sales and the territorial spread of its products. Windsors, rockers, bedroom chairs and small chairs for children are included in its output.

The Lycoming Manufacturing Company was founded in 1908 under the name of the Lycoming Foundry and Machine Company and was formed for the purpose of operating as a

general foundry and machine shop.

The original stock of the company was \$50,000 and with this limited amount of capital the company started operation in the plant formerly used by the Demorest Manufacturing Company

for the manufacture of sewing machines.

The first contracts for the manufacture of gasoline engines were in 1910 when the company contracted for the manufacture of engines for Velie. These engines were designed by Velie and manufactured and assembled by the Lycoming Foundry and Machine Company. Starting out in this small way by building engines of special design for car manufacturers, the company was in a position in 1915, by reason of its reputation for quality and fair dealing, to market an engine of its own design and name.

The success which immediately came to the company upon marketing its own product was no less than phenomenal. In 1922 a five bearing, four-cylinder motor was introduced and it immediately met with acceptance by car and truck manufacturers. Since that time other four, six and eight-cylinder engines have been designed and marketed with exceptional success. It is fitting to add at this point that the Lycoming Manufacturing Company was the first commercial engine manufacturer to offer automobile manufacturers an eight-in-line

engine.

The company was reorganized and refinanced in May, 1920, and at that time the name was changed to the Lycoming Motors Corporation. In 1923 the Lycoming Motors Corporation purchased the capital stock of the Spencer Heater Company and

in 1924 the name was again changed to the Lycoming Manufacturing Company.

Some idea of the present size of the Lycoming Manufacturing Company may be gained by the fact that it is now the largest industrial company in the city, giving employment to approximately 2,500 men with an average daily payroll of more than \$10,000. During the year 1927 the company's payroll was \$3,400,000 and for the first ten months of 1928 over \$3,000,000.

The production of engines and heaters to date is about 500,-000 engines and 30,000 heaters. The buildings occupy a total of more than 450,000 square feet of floor space and additional ground is available for expansion.

During the last few years an export business has been developed which during 1929 will account for approximately 15 per cent of the engines which will be manufactured. Engines for cars and trucks have been shipped to manufacturers in the following countries: Spain, France, England, Germany, Holland, Norway, Belgium, Russia, Japan, Finland, Argentine and Australia.

The Lycoming Manufacturing Company has assets of \$5,000,000 and below is a list of its officers: Chairman of the board, E. L. Cord; president and general manager, John H. McCormick; vice president, W. H. Beal; secretary, R. S. Pruitt; treasurer, H. V. Beach; assistant treasurer, H. D. Stuempfle.

In the numerical quantity of its output the Lycoming Rubber Company is Williamsport's largest industry. It was organized in 1870 for the purpose of manufacturing car springs and other hard rubber goods. It was located about two squares west of the present plant. In 1873 the name was changed to the Keystone Rubber Company and it began the manufacture of rubber boots and shoes. On November 1, 1873, George Hart, Sr., came to Williamsport and took charge of the mill room, compounds and vulcanizers. Mr. Hart remained in Williamsport until August, 1878, when he moved to Naugatuck, Conn.

During the year 1878, due to the failure of Peter Herdic, who had a large interest in the Keystone Rubber Company, it was closed down. After remaining closed for a short time, the plant again resumed operations and continued to operate until the fall of 1881, when it was destroyed by fire and was not rebuilt.

S. N. Williams, following closely the possibilities of the Keystone Rubber Company, decided there was a great opportunity for the manufacture of rubber wear in Williamsport, provided the necessary capital could be raised and an experienced man secured who thoroughly understood the rubber business. Several meetings were held at the Park Hotel and on September 5, 1872, the full amount of \$100,000 was subscribed. B. C. Bowman was elected chairman of the board of directors and the officers were: D. Ham. Foresman, president; S. N. Williams, secretary and treasurer.

As soon as the organization was completed the company purchased the land on Erie, now Memorial, Avenue and Rose Street. The plot extended to Park Avenue on the North and Cemetery Street on the west. Richard Pearce and his two sons, John H. and Richard H., were experienced rubber men and the former was placed in charge of the mill room and the latter of the making department. The plant operated for a year during which time considerable money was lost and it became apparent that a radical change was necessary if the business was to continue. At that time S. N. Williams and B. C. Bowman bought all the stock owned by Richard Pearce and his sons.

S. N. Williams then took entire charge of the plant. It was at this time that Mr. Williams employed George Hart, Sr., who again moved his family to Williamsport and took charge of the mill room, compounds and vulcanizing. The cutting department foreman was William H. Driebach and the milling room foreman was Patrick McClelland, an experienced rubber man, who continued in this position until his death in 1887.

Harry Crampton, who is now with the company at Naugatuck, Conn., was made foreman of the shoe making department and Frank Dimon foreman of the boot and lumberman's department. Mr. Crampton left Williamsport in 1888 and James Manchester came to Williamsport from the Bristol plant. He was in charge of the shoe making department until 1891, at which time he resigned and Albert M. Waltz, a local man, was made foreman.

In the beginning only Lycoming brand was manufactured. Later, second quality boots and shoes were added. The first ticket of shoes was made the last four days in September, 1883. One employee, Miss Zora Minnick, who worked for the company during those four days, is still with it and has worked continuously ever since that time.

The capital stock was increased to \$500,000 and the charter granted July 30, 1890, but only \$400,000 was issued. The production at that time was between 4,000 and 5,000 pairs of boots and shoes a year.

In July, 1892, the United States Rubber Company secured a controlling interest in the Lycoming Rubber Company.

March 31, 1899, the factory was closed for an indefinite period to erect another building and replace the old boilers with four new 150 horsepower boilers and a 500 horsepower Hamilton engine. At the time of the closing the company had orders for more than 30,000 cases of boots and shoes which it was unable to manufacture due to the small capacity of the plant. With the increased power and additional building, the capacity was increased from 5,000 to 10,000 pairs a day.

June 12, 1903, the lot on the corner of Erie Avenue and Rose Street, upon which St. John's Lutheran Church stood, was purchased from the congregation, the Lycoming Rubber Company agreeing to pay part of the expense of removing the church building to the southeast corner of Erie Avenue and Grier Street. This property was purchased for the purpose of erecting a new office building separate from the factory. The

office building was erected in the winter of 1904 and spring of 1905 and was occupied in April, 1905.

The factory closed down indefinitely March 31, 1910.

December 15, 1916, the stitching department resumed operations, four operators being employed and 400 tennis tops sewed complete. The force was then increased and 3,500 pairs per day were sewed. In March, 1916, it was decided to manufacture Champion Keds at Williamsport and on March 14, 1916, the mill room was started and the first ticket of Champion Keds was made March 16, 1916.

On the fifth day of December, 1916, a contract was let for the erection of a new manufacturing building 200 feet long by 60 feet wide, five stories high, work to begin at once. The first portion, about 110 feet, was completed and occupied February 15, 1917. An addition to this building 250 feet long and 60 feet wide was built, making the total length of the building

450 feet and five stories high.

A new vulcanizing building was erected 120 feet long and 70 feet wide, two stories high, equipped with eight pressure vulcanizers, also the following: "H" extension, 40 feet long, 50 feet wide, three stories high; building "C" 176 feet long, 60 feet wide, five stories; another 20 feet long, 60 feet wide, five stories; lower plant, 87 feet long, 87 feet wide, one story high, chimney 8 by 175 feet high. The power plant houses four 250 horsepower boilers. The above new buildings, together with the original building, give approximately 310,000 feet of floor space.

Following the opening of the plant, March 14, 1916, the pro-

duction has increased and many changes have been made.

June 15, 1916, to June 1, 1917, established a production of

9,000 pairs of shoes in addition to Arctics (Empires). January 17, 1917, the highest monthly production was 135,000 pairs (Empires). February, 1917, the production of Champion Keds reached 32,000 pairs per day. June 11, 1918, the first production of Eagle Arctics was begun. July, 1919, the manufacture

of Pershing Walrus was begun and 11,857 pairs were produced during the month of August. October, 1923, the highest yearly production was reached, namely: 126,398 pairs of Gaiters and Arctics; 244,796 pairs of gum shoes; 178,506 pairs of Keds; 4,625 pairs of Regent Keds.

The company employs 2,926 persons, 70 per cent of whom are women and girls, a larger number than in any other factories of the United Rubber Company. Ninety-eight per cent of the employes are American born. The maximum production of all kinds of products was attained in April, 1928, when 36,425 pairs of Gaiters, Keds, Gum Shoes were turned out.

The yearly payroll of the company amounts to \$2,000,000 and its local purchases amount to \$50,000. Its present officers are: William P. Beeber, president; W. H. Norton, vice president; John D. Carberry, secretary; William T. Rodenbach, treasurer; John E. Caldwell, assistant treasurer; George H. Bennett, assistant treasurer.

The Pennsylvania Collapsible Tube Company are manufacturers of tubes for tooth paste, shaving cream, vanishing cream and pharmaceutical preparations, its customers being located in New York City, Connecticut, Central New York state, Chicago, St. Louis and also through its customers in this country to Canada, Mexico, Sweden, the Argentine and other foreign countries.

The plant is located at Fifth and Hepburn streets adjoining the Pennsylvania Railroad and the main factory building covers six thousand feet of floor space with an adjoining building used as offices and warehouse. The company was organized in 1919. It began operations soon after in a building on Park Street leased from the Audet Manufacturing Company, but in the year 1920 moved to its present location.

The material used in the manufacture of the tubes is principally pure Straits tin imported from the Straits Settlement in Malay. During 1927 the high price was 71 cents a pound

and during 1928 the low price was about 45 cents a pound. Consumption averages about one ton per week.

During the year 1927 the company made over 17,000 tubes and the total sales amounted to \$182,302.69 and the pay roll for that year was a little over \$58,000. The officers of the company are: R. W. Brown, president; Mrs. H. A. Gilbert, vice president; H. A. Gilbert, treasurer in charge of sales; O. B. Case, secretary in charge of operation.

The Smith Printing Company was started in Reedsville, Mifflin County, in 1895 and removed its plant to Williamsport in 1909 after being incorporated in 1908. At first it was located on the second floor of the Prior and Salada Building on Pine Street below Third. In 1916 a retail stationery store was opened in the old West Branch Building on Pine Street and in 1924 the business had expanded to such an extent that it became necessary to construct the present plant at the corner of East Third and Basin streets, which is 80 feet deep and 72 feet wide. This building is used for offices and show rooms. Back of this is a factory building with saw tooth roof and of fireproof construction 176 by 128 feet. The sides are constructed entirely of windows, thus insuring ample light. In this building are found ruling, printing, binding, die stamping, engraving and lithographing machinery.

The capital invested represents approximately one-half million dollars and the number of employes is about one hundred. The weekly payroll averages \$3,000.

The character of the output of the company is lithographed and printed bank checks, pocket checks, notes, drafts, bank passbooks, bookkeeping systems, office and bank furniture, filing cases and all equipment required by banks and offices including printed and lithographed supplies.

Its area of distribution is Pennsylvania and adjoining states with shipments to more distant points through its mail order department. Selling offices are maintained at Philadelphia, Harrisburg and Pittsburgh. A subsidiary printing plant is

maintained for the convenience of customers in the city of Philadelphia and adjacent territory.

The present officers of the company are: J. Henry Smith, president; Albert W. Smith, vice president; Leslie W. Minor, vice president; Dan Smith, Jr., secretary and treasurer.

The E. Keeler Company was established in 1864 and has been in continuous operation since that time. The company manufacturers water tube and fire tube boilers and maintains a jobbing department and a line of mill supplies. It also installs, as engineers and contractors, steam, hot water and ventilating systems for residences, school houses and other public buildings.

The main plant covers 110,000 square feet of surface and the amount invested in the plant is \$1,500,000. There are 200 employes and the weekly payroll aggregates \$5,000. Keeler boilers are shipped to every state in the Union, to Asia, South America, Philippine Islands and other foreign countries.

Its officers are: Edgar Munson, president; Isaac Barton, vice president; F. T. Moore, treasurer and general manager; J. F. Goodnow, secretary.

The National Paint Works was founded in 1876 by the late William G. Elliott and was the fifth factory in the United States to manufacture ready-to-use paints. It has had a very successful career from that time down to the present day. The company specializes in paints for structural steel and some of its products have been used all over the United States for painting railroad bridges, skyscrapers, coaling and loading piers and gas tanks. The company also operates a factory in Brooklyn, N. Y.

The present officers of the company are: Frank P. Cheesman, president; Norman Elliot, vice president-treasurer; J. Frank Case, vice president-assistant treasurer; B. T. Epler, superintendent of the Williamsport plant, has been in the employ of the company for twenty-five consecutive years.

The Spencer Heater Company are manufacturers of the Spencer Feed Heater which was designed by George F. Spencer of Scranton about thirty years ago and a company was formed in that city to manufacture it. The idea back of this heater is to burn the enormous tonnage of small size anthracite coal which was stored up all over the mining districts and which, up to that time, had no market.

The heaters were manufactured by the Spencer Heater Company of Scranton until 1891. In that year the Williamsport Radiator Company purchased the patent rights and patterns, moved them to Williamsport and the name was changed to the Standard Heater Company and manufactured by that company until the consolidation with the Lycoming Manufacturing Company in 1924. The name was subsequently changed back to the Spencer Heater Company.

All the heaters are manufactured in the plants of the Lycoming Manufacturing Company and the concern has grown with each year until it is now a large producer of boilers and a national advertiser. Up until recently the market for these heaters had been confined to anthracite burning regions, but recent tests have shown that the heater is particularly adapted to the burning of the small sizes of coke and the market is now being widened to include the middle west and western territory.

The company maintains branch offices in Boston, New York, Philadelphia, Baltimore, Scranton, Buffalo, Rochester, Syracuse and Albany. Its officers are: Charles L. Tull, president; John McCormick, vice president; H. V. Beach, treasurer; R. S. Pruitt, secretary and F. W. Earnest, assistant treasurer.

The Williamsport Printing and Binding Company, printers and binders was founded in 1906 and incorporated in 1919. It occupies its own two story building at the corner of West Edwin and Hepburn streets. Its output is sold principally in the states of New York and Pennsylvania. Its officers are: G.

Grant Painter, president; Thomas R. Bayard, vice president; Mabel B. Mandell, secretary; R. C. Umlauf, sales manager.

The Williamsport Mirror and Glass Company, which are manufacturers principally of plate glass windows was organized by Robert A. Schlegel and it was incorporated in 1903 with a capital of \$75,000. The plant, located in the east end, occupies a building of two floors with a total floor space of 24,000 feet square. It also manufactures mirrors and builder's glass of all kinds and is noted for the high character of all work turned out. Its officers are: Robert A. Schlegel, president; Adolph H. Maulen, vice president and general manager; G. A. Picker, secretary and treasurer; Carl W. Maulen, production manager.

Due to a variety of causes there is thrown upon the market continuously a large tonnage of a superior grade of steel which has suffered little if any so far as the quality of the material is concerned. Among this tonnage is a large quantity of steel rails. For many years it was considered that these steel rails were of no value except for remelting as scrap.

At Syracuse, New York in 1868 William A. Sweet, who was then operating a small steel producing plant, conceived the idea of breaking into short lengths these discarded rails and using them as a substitute for steel billets. The pieces were then rerolled into various kinds of steel products.

The importance of this process was clearly apparent as it was much cheaper than rolling directly from the billets and in addition to this it greatly increased the quality of the product, as it is a well known fact that the more steel is re-heated and re-rolled the better it gets.

From this single idea there was born a new industry, that of re-rolling steel. Mr. Sweet began the manufacture of various articles under this process at his plant in Syracuse such as light steel rails, splice and angle bars, steel cross ties, light steel angles and flats for the manufacturing of bedsteads and agricultural implements; also concrete re-inforcing bars and many other special articles.

Many improvements have been adopted since Mr. Sweet first conceived the idea and cost has been reduced and quality improved. William A. Sweet continued the business at Syracuse down to the year 1903 when it became necessary for various reasons to seek a more favorable location for the plant.

It was then that the Board of Trade, now the Chamber of Commerce, stepped in and extended to the company an invitation to locate in this city. Mr. Sweet, having reached the age when he desired to retire, sold his interest to a company which soon thereafter transferred its plant and equipment to Williamsport, locating on the site of the old Dodge Lumber Mill in Newberry where it has continued to grow and expand until its products are now shipped to all parts of the world. In addition to those articles which originally composed its principal output the Sweets Steel Company has recently added the manufacture of steel posts and operates one of the most modern plants of this kind in the country. Its officers are: D. F. Swartz, president; C. C. Steel and William P. Beeber, vice presidents; C. C. Steel, general manager; Clarence L. Peaslee, secretary.

The Williamsport Wire Rope Company was incorporated in 1887 with a capital of \$100,000. It manufactures steel wire rope and has gained an international reputation. The works occupy several acres of ground and are one of the most important industries in the city. The company makes wire ropes from one eight of an inch to two and one-half inches in diameter and of any length up to two miles in one piece. All wire rope previous to being used in a rope is subjected to rigid tests to determine its strength. With the new additions recently built it is one of the largest plants of its kind in the world. Its officers are: Robert Gilmore, president and general manager; Logan Cunningham, vice president and secretary; Edgar Munson, vice president and treasurer; Charles M. Ballard, vice president and sales manager.

The Penn Garment Company manufactures uniforms, caps and shirts and is second to none in the country in the scope of territory reached by its products. Its basic business is uniforming the United States letter carriers and there are few free delivery postoffices in the United States in which "Penn" uniforms are not in use.

The company was organized as a partnership in 1904 by two Williamsport letter carriers. The tailoring was done in a single room in the Weightman building. It was incorporated in 1912 and its growth has been steady and substantial under the general management of Frank E. Plankenhorn, one of the founders. It is now officered by Frank E. Plankenhorn, secretary-treasurer and Arthur C. Burch, president, and occupies a three story building at the corner of Church, State and Mulberry streets. It gives employment to over one hundred skilled employes in its various departments and keeps well up to capacity during the greater part of the year.

#### CHAPTER XLII.

# WILLIAMSPORT INDUSTRIES, CONTINUED.

ARMOUR LEATHER COMPANY—THE J. E. DAYTON COMPANY—U. S. SANDPAPER COMPANY—STANDARD WOOD PIPE COMPANY—C. A. REED COMPANY—L. M. CANSTER COMPANY—WINNER-FRANCK BAKING COMPANY—DARLING VALVE AND MANUFACTURING COMPANY—FLACK BREWING COMPANY—OTHER MANUFACTURING COMPANIES AND PLANTS.

The Armour Leather Company is one of the most important industries in Williamsport and is its largest taxpayer. It is one of a chain of tanneries owned by the Armour Company and is the largest sole cutting plant in the world. Its buildings in Williamsport cover seventeen acres of ground. It employs 700 men and women and its payroll amounts to over \$1,000,000 per year.

The plant is the largest of the fourteen in the Armour group and it cuts the leather tanned by six sole leather tanneries. It cuts from 10,000 to 12,000 tons of leather a year. It cuts 22,000,000 soles each year, 9,000,000 pairs of insoles and 8,000,000 counters. It tans, cuts and ships 780 car loads of leather a year or over two car loads a day. It uses the equivalent of 600 tons of bark, from which tanning fluid is made, each week. The freight bill of the local plant is \$500,000 a year and it tans and cuts the equivalent of the hides of 7,500 cattle each week.

The J. E. Dayton Company manufacturers of shoes was founded in 1871 by J. E. Dayton, J. O. Crawford and George Bubb and since that time has continued in the business with a gratifying increase with each year. The company manufactures over fifty separate styles, from the high grade dress shoe down to the hunting, work and railroad shoe. It has established an enviable reputation for high grade work and during the World War when the company was awarded three big con-

tracts by the government and under the most rigorous inspection, only a small fraction of one percent were not passed as perfect. The products of the company are sold all over the United States from Maine to California. The present officers are: W. J. Dale, president and general manager; Charles W. Scott, vice president and treasurer, George V. Dayton, vice

president: J. P. Hoagland, secretary.

To every store of the Union, to Canada, to Central and South America, to Europe, India and the Orient go each year millions of sheets, or rolls or discs of abrasives made by the United States Sandpaper Company, each one bearing the distinctive map trademark of the United States with Williamsport shown as the home of the United States Sand Paper Company. Fast passenger liners ploughing through the Atlantic for Southampton or Cherbourg, English trams lying in the harbor at Hong Kong, American coasters slowly winding their way through the Panama Canal, the Trans-Siberian express for Vladivostock to Moscow-all carry, at one time or another, as a part of their cargo, abrasives from the Williamsport factory. Emery comes from mines far in the desolate interior of Turkey and Asia Minor, is loaded at Beirut or Constantinople; flint and garnet come from the mountains of North America. Here in Williamsport they are crushed and sent out into the world's channels of trade. Wherever the wheels of metal or woodworking industry hum there will generally be found the products of the United States Sandpaper Company.

This factory is located on Memorial Avenue. Landscape gardeners have transformed the grounds into a garden spot of beauty. Its officers are: Frank E. Winters, president; A. Donald Kelso, vice president and general manager; George J. Lutz,

secretary-treasurer; G. H. Gose, superintendent.

Another unique industry among Williamsport's varied list is the Standard Wood Pipe Company, manufacturers, as the name implies, of various kinds of wood pipe. The concern owns two plants, one in Canada and one in Williamsport, and the business which they do is a monument to the faith of the men who started it. The company was established in 1912 by Jacob C. Brown with the assistance of his brothers Paul and Benjamin and the late Max Brown.

At the time of the formation of the company, wood pipe was but little used in the United States, only in the west and sections far removed from the iron industries. The uses of wood pipe were not thoroughly understood and wood pipe then on the market was not scientifically constructed for successful adaption to the different conditions under which it was used.

The Browns revolutionized all this. They made a study of the many factors of physics and chemistry that effected the use, durability and installation of wood pipe. For many years the use of wood pipe and its advantages were not understood but the Browns have taught those who have use for it that it is adapted to very many purposes and is practically indestructible.

Since opening up the business in 1912 the Standard Wood Pipe Company has grown remarkably with the growth of the wood pipe industry and has found a large and ever widening market throughout the United States, Canada and the countries of Europe. Its officers are: Jacob C. Brown, president and treasurer; Charles W. Mink, secretary.

Founded by C. A. Reed in 1915, the business of the C. A. Reed Company is rapidly becoming one of the largest industries in Williamsport. From a payroll of a few dollars a week it has grown to such an extent that it is now paying out upwards of \$400,000 a year in wages and salaries.

Starting in 1915 as a small store handling post cards, the business quickly shifted to the making of paper novelties for nearby outlets. In 1922 business conditions justified a large expansion to a nation-wide basis and to meet this the present company was organized and its modern factory built. The manufacture now includes a complete line of colored crepe papers, one of the few plants in the world making this product,

and the specialties such as party favors, paper hats, crepe paper

napkins, decorations, etc.

The factory, with every modern device for the safety, comfort and convenience of its workers, contains over 100,000 square feet of floor space and is over two acres in area. It is located on Chestnut Street in the eastern end of the city near the Susquehanna River and at the intersection of the Reading and Pennsylvania railroads. Over twelve acres of land are available for further expansion. The following are its officers: C. A. Reed, president and general manager; Waldo A. Rich, treasurer; J. F. Russ, secretary.

Another important industry, of a character that is different, is the L. M. Castner Company, manufacturers of picture and mirror frames, its products being sold by direct representation in every principal city in the United States and Canada and

also in many foreign countries.

The original business was established by Gardner Brothers, at Glen Gardner, N. J., in 1857 and in 1873 was taken over by Thomas Edgar Hunt. In 1882 a fire destroyed their plant and Lewis M. Castner, who was interested in both former companies, acquired the remaining interests and removed to Williamsport, locating here so as to be near the lumber supply.

Mr. Castner continued the business until December 30, 1919, when he retired, turning over the business to his daughter, Florence Castner Huling, and son Samuel C. Castner, both of whom had been with their father for a number of years as secretary and superintendent. In 1927 the business was taken over by a new company of which S. C. Castner is president; J. Fred Katzmier, secretary; Henry K. Greene, treasurer and Harvey R. Bowman, general manager.

The Winner-Franck Baking Company is a Williamsport insitution; it was born here fifteen years ago, went through its childhood here, and is now growing lustily because of the support and friendship of its legion of Williamsport friends.

The rear of 613 Arch Street, Newberry, is where the Winner-Franck Baking Company first saw the light of day on May 20, 1910. The little bakery belonging to the Fremont-Kinley estate was bought for the sum of \$600. There was no machinery-all bread was baked by hand-the payroll showed one man, a boy and a helper and a horse that drew the lone wagon. Floor space was too small and customers too few to warrant J. W. Franck being active in the business at first and so he remained as silent partner for about a year. D. P. Winner baked bread at night and drove the horse and wagon the next day to sell it. But the bread was judged good by Williamsport housewives back around 1910 and the light in the bakery burned later and later and the horse and wagon worked longer and harder. In other words the little business grew and prospered. In 1915 the Winner-Franck Company bought the corner lot now the site of the present bakery, from the Diamond estate. In the same year one-third interest was sold to H. G. Fessler, and the three partners jumped in together to make the business suc-The new bakery on the corner grew steadily as more and more Winner-Franck bread was sold to an ever widening circle of customers. In 1917 Norman S. Caldwell came into the firm as the fourth partner. He is an expert accountant and auditor. and is now the secretary and head of the accounting department. New and more modern machinery was installed during the same year.

In 1923 a 50x125 foot addition to the plant was built to house the rapidly increasing needs of the bakery. This addition is of concrete and steel, with a cement damp proof basement under the entire building and is a model of a clean sunny, airy and

efficient bakery plant.

During the last year more than \$80,000 of new machinery was installed, including the largest traveling oven in Central Pennsylvania. Fifteen years ago the payroll included three names, today seventy-six. The old horse and wagon that used to make the daily rounds of Williamsport with Winner-Franck

bread has given place to four large trucks for the output of the city trade and ten wagons which serve the housewives and stores of Williamsport.

The company manufactures the "Holsum" brand of bread which has a large sale.

The Stroehman Brothers Company also operates a large baking plant on Washington street. In June 1923 the company absorbed the Gramlich Baking Company which had been doing a successful business at the same stand for a number of years. The present company specializes in a brand of bread called "Kew Bee" which has a large sale.

The Darling Valve and Manufacturing Company manufactures fire hydrants, fire alarms, gate valves for the oil and gas industries, accessories for water works and sprinkler systems. It does a large business and its president is Robert H. Thorne.

The Keystone Glue Company is another industry that is peculiar to Williamsport, there being but few others in the country. It manufactures pure hide glue exclusively, in flake or ground form, specializing on cabinet, joining, veneering, driving, sizing clipping, emery, pattern, box and core glue in all grades. It has for its officers: A. C. Jacobs, president; W. B. Strunk, vice president; F. F. Ellison, secretary and J. Clyde Brown, treasurer.

The Flock Brewing Company was established by Jacob Flock in 1854 in a small way and by the excellence of its products has grown to enormous proportions. It was originally devoted to the manufacture of lager beer and was one of the largest in this section of the state. Since the adoption of the eighteenth amendment the company has devoted itself to the making of carbonated beverages such as root beer, sarsaparilla, nectar and the like. The company also manufactures artificial ice which it sells direct to the customer. It specializes in 15 varieties of carbonated beverages. It has for its officers H. F. William Flock, president and Carl Flock, treasurer.

The Williamsport Paper Box Company manufactures all kinds of paper boxes and enjoys a large trade. It occupies 50,000 feet of floor space and employs 110 persons. It has for its officers, H. S. Reese, president; C. K. Kerr, vice president and D. R. Smith, secretary.

The Buckeye Pretzel Bakery is the only one in central Pennsylvania using traveling baking ovens and automatic cookers. The dough is shaped into pretzels and placed in one end of the oven. It then travels slowly through it until it emerges at the other end, brown and baked.

The Williamsport Paper Company makes writing paper and other varieties in large quantities. It has for its officers: H. Y. Otto, president; and F. O. Emery, secretary-treasurer.

The Lubri-Kup Company are large manufacturers of grease packing for machinery and its officers are: William C. Clancy, vice president and manager and George Wendle, treasurer.

The Novelty-Steel and Fire Escape Company makes ornamental stairs, fire escapes, balcony railings, marquise, bank grills, window guards and other products of a like character. Its general manager is W. Edgar Reynolds.

The Steumpfle Brick Works is one of the oldest in the city having been established many years ago by David Steumpfle and continued by his sons since his death. The company makes the highest quality of building brick. It is conducted by Gustav A. and Herman O. D. Steumpfle.

Other plants that help to make Williamsport's industrial prosperity are: The Audet Novelty Company, metal stamping; Ed. Bullock, flooring, hardwood; L. B. Cohn and Sons, pants manufacturers; A. C. Everhart, cabinet mill work; Fred R. Miller Blank Book Company, printing and binding; C. Gohl and Sons, wagon works, auto repairing; Good's City Mills, flour; Harer Candy Company, candy; William A. Housel and Sons, job machine shop; Brua C. Keefer Manufacturing Company, brass band instruments; Lycoming Leather Goods Company,

leather goods; John Peters, abattoir and artificial ice; Plankerhorn Braid Company, braid; Radiant Steel Products Company, radiator covers; Right O' Way Shirt Company, shirts; N. L. Rundio, foundry; Sherman Coco Cola Bottling Works, bottlers; Stewart Artificial Ice Company, ice; Williamsport Auto Finishing Company, Duco finishing; Williamsport Candy Manufacturing Company, candy; Williamsport Die and Machine Company, machine work; Williamsport Leather Goods Company, cut leather goods products; Williamsport Ribbon Company, hat band ribbons; and many of lesser note.





PETER HERDIC

# CHAPTER XLIII.

### PETER HERDIC

It has been truly said that the world never knows its greatest men. It could with equal truth be affirmed that the world often forgets its greatest men. Williamsport, seems, indeed, to have forgotten its greatest man; the man who made it possible for its citizens to enjoy the present business and social advantages which the city possesses; the man who found it a little slumbering, sluggish village, lying along the West Branch of the Susquehanna river, with nothing to especially distinguish it from other villages of a like character and yet, by the magic power of his own individuality and his indomitable pluck and restless energy, transformed it in a few short years into a thriving, bustling growing city, the pride of the West Branch valley and the ideal city for homes and business.

And yet no stately shaft rises to commemorate his name, no writer has recorded the complete story of his deeds, no limner's pencil has painted the picture of his achievements, but deep down in the hearts and affections of those for whom he did some loving service, his memory is revered and cherished and, as long as it stands as a monument to his energy and progressiveness, the fair city which he made will honor and reverence

the memory of Peter Herdic.

Down to the year 1853 Williamsport was a sleepy little village of less than 2,000 people, reached only by stage coach or canal boat. The inhabitants of the town lay gently and contentedly dreaming, all unconscious of the great wealth in timber which surrounded them. But in that year two important things happened. The railroad reached the village from the south and brought it in touch with the great, throbbing pulsating world outside and, more important still, Peter Herdic came

to town and, by the touch of his magic wand, aroused the people to a full realization of their wonderful possibilities.

Peter Herdic was born near Fort Plain, Montgomery County, N. Y., December 14, 1824. His father died when he was very young and his mother then moved to Ithaca. There he learned to write his name in the sand and this was the foundation of his education. His mother married a second time and the family moved to a farm in Enfield township, Tompkins County. Peter was a worker. When he was ten years old he could cut his cord of wood a day and picked up a few shillings now and then by snaring rabbits and quail. He saved every cent.

When he was about thirteen years of age, Peter's step-father died, and then came another change in the family's affairs. Soon after this second bereavement Peter's mother sold her life-interest in the farm near Ithaca, and moved to the headwaters of Pipe Creek, in Tioga County, New York, distant about eight miles from Owego, where she bought 50 acres of wild land for \$200, making a first payment of \$50. Here a log house for the family to live in was rented temporarily, and efforts at once put forth to clear enough land on which to erect a comfortable home of log construction.

On this new homestead young Peter worked strenuously, clearing the land, planting and cultivating their crops, and in every way helping his mother until he was about twenty years of age. In the meantime Peter's mother had added another fourteen acres to her little farm. His brother, Benjamin, had assisted Peter in the farm work, but at this time got married. Peter, being the youngest of the family, and as yet unsettled in life, his mother proposed that he take the farm and give her a life lease. To this proposition Peter replied: "No, mother, let Ben have it, and I'll go and care for myself."

Soon after Peter secured employment in a saw-mill, hiring out to one Ransom Light, agent for a William Ransom, who owned the mill at the head-waters of Pine Creek. Mr. Light

wished to know how much his new hand expected for his services, to which question Peter made this characteristic reply: "No matter about that, I'll go to work, and when you see what I can earn we then can fix that up."

Peter commenced work on a Thursday—and this was his first experience on a saw-mill. This is where he got his first insight into the lumber business, which was destined in after years to make a name for him. By Saturday night Peter had gained one additional day by working two extra half days. This mill was on a small stream where the water power was available only a short time during the spring season, and the plant in consequence was run both day and night. Peter's day being composed of the afternoon and one-half of the night. By this arrangement it will be understood how he had been enabled to gain this additional day in three.

Bright and early on the following Monday morning Peter was at his post in the saw-mill but for some unexplained reason all the other hands were absent. His four days' experience in the mill, however, had been sufficient to give him a general idea of the way the logs were worked up into boards, so Peter, without waiting for the appearance of the other members of the crew, went to work alone. He started the machinery, the sawdust began to fly and Peter was having a fine time all to himself. Then, at 10 o'clock, Mr. Light appeared on the scene. There stood the young "sawyer" at his post, feeling, no doubt, much enthusiasm and independence and very well satisfied with himself and his work.

Mr. Light, taking a cursory glance around, and evidently laboring under the impression that the green hand had wrecked the machinery, or some part of it, rushed up to Peter with the exclamation "My God! boy, what are you doing?"

Without dismay Peter pointed to his work with conscious pride, while the practiced eye of the boss having observed that there had been no damage done, he commended his new hand for his laudable ambition. As a reward for his faithfulness to duty, Mr. Light immediately promoted Peter to the "head of the gate," fixing his wages at the munificent sum of seventy-five cents per day and board, which at that time was the high-

est price paid to the best men employed on the mill.

He subsequently accepted a similar position with George Severns by whom he was paid \$12 a month and board. He next shaved shingles on halves for Charles Johnson and sold his half to Johnson. He loaned money to his employers at seven per cent interest. He bought a pair of log chains from Johnson, paying him in work, and quickly sold them for double what he had paid for them.

In the spring of 1846 Herdic stepped over the boundary line into Lycoming county. With one, William Andrews, he bought a shingle interest in Cogan House township and cleared \$740.00 the first year. At the end of three years he had saved \$2,500. With this he bought a farm on Lycoming Creek from Alexander Kyle and married Amanda Taylor, of Tioga county, N. Y. About this time the attention of people from other states was beginning to be attracted to the vast pine forests in Lycoming county. Herdic was quick to see the possibilities of the lumber business and bought a tract of timber land and built a saw mill. He realized \$10,000 from the sale of the timber land and \$1,200 from the mill. Meantime he invested in other timber lands and they yielded him large profits. In the fall of 1853 he came to Williamsport. He built a large flouring mill and began importing grain from the West. He found the lumber business more attractive, however. The flouring mill was sold and he devoted himself with all his energy to the lumber trade.

The prosperity of Williamsport dates from that time. With less than 2,000 inhabitants in 1860, it increased to 5,864 in 1860, over 16,000 in 1870 and about 25,000 at the time of Mr. Herdic's death in February, 1888. Shortly after he came to Williamsport, his first wife died and some time after that he built a beautiful home and subsequently allied himself with an old

and influential family. He married a daughter of Hon. John W. Maynard, who was a prominent lawyer and had been a president judge of the courts of Northampton county. Miss Maynard was one of the most brilliant and cultured women in Williamsport and added grace and beauty to Mr. Herdic's home and home life. She filled his home with rare books, bric a brac and handsome furnishings and from his abundant means, dispensed a lavish hospitality.

Mr. Herdic, himself, was a man of domestic tastes and very fond of his home and family, although the exigencies of his large business required him to be frequently away from home. He was a man of the purest personal habits, never drank intoxicating liquors, did not use tobacco in any form and did

not gamble.

Herdic's most important strike was the control of the great log boom in the West Branch of the Susquehanna river which he and two others, Mahlon Fisher and John G. Reading bought from Major James H. Perkins and the other owners in 1857. Having secured this toll gate of the lumber trade, Herdic immediately began to manipulate the legislature for an increase in tolls. Up to that time the price for catching and rafting out logs had been fifty cents a thousand feet. Under the pretense of being compelled to build a dam in order to make a pool or eddy below the main boom so that the logs when rafted out could be towed by a small steamer to the various mills, he succeeded in getting the tolls increased to \$1.25 a thousand feet. As the quantity passing through the boom in some years was as high as 300,000,000 feet and the capital stock of the company never exceeded \$100,000, it will readily be seen that the profits were enormous. The income of the company for the first eight years after the increase in tolls was \$2,272,188.

It is said that the bill increasing the boom tolls slumbered in the governor's office for a long time and that Governor Curtin finally signed it in the hope of securing Herdic's influence to his effort to clutch a United States senatorship. At the last moment, however, Herdic whipped over to Don Cameron and the great war governor was left out in the cold. It was also charged that Curtin forced the boom company to enter into a contract by the terms of which it was to reduce the tolls after it had been reimbursed for the building of the dam and making other improvements. A copy of this contract, it was said, was deposited in the state department, but it soon afterwards disappeared and was never made public.

In process of time Herdic became the owner of all the principal business enterprises in Williamsport. He purchased the gas works and after an ineffectual attempt to buy the water works, constructed rival works of his own, leading the water under the river through a large iron pipe from Mosquito Creek.

In 1864 he built the Herdic house, an exceedingly pretentious hotel over a mile from the business center of the town. People thought he was crazy, but this was only a part of a larger and more important scheme. He had bought up a large tract of land in this section, had prevailed upon the Pennsylvania railroad to locate its main Williamsport station adjoining the hotel, built a street car line to reach that section of the town and then began to sell lots. Probably neither the hotel nor the street car line paid the interest on the investment, but they enabled him to make his land deal a success. Out of these Herdic made enough to pay for the building of the hotel and street car line and had a large portion of his land left.

To show the character of the man; when Mr. Eber Culver, the architect who drew the plans for the hotel, showed them to Mr. Herdic they were at once approved. Mr. Culver then said to him that he had not yet had time to estimate the cost but would do so at once. Mr. Herdic replied, "Oh, go ahead and build it and we will figure on the cost afterwards." And this was done. And it may be stated that so well was this building erected that it is standing today, after more than sixty years, and is in as good condition as the day it was built. It is a monument to the genius of Peter Herdic.

Another illustration of Herdic's genius was the purchase of a large tract of land in South Williamsport which he laid out in lots for sale. Furthermore, he paid a price for these lands that seemed utterly ridiculous to those who were not familiar with his ultimate purpose. The Pennsylvania railroad crosses to the north side of the river at Linden, five miles above the city and after passing through Williamsport, recrosses to the south side, thus necessitating two bridges. These bridges had gone adrift on the occurrence of great floods and the city was cut off. Herdic induced the officers of the railroad company to build a line on the south side of the river between the two bridges which ran through his land. This made it more valuable for mill sites and factories than land within the city because of shipping facilities and he had no difficulty in selling land for this purpose at very satisfactory figures. When the sales began to fall off Herdic electrified the public by announcing that he intended to build a large bridge across the river about a mile above the old toll bridge at Market street and make it free to traffic. This he did and the sale of his lots was again stimulated. He made enough money out of this venture to reimburse himself three times over and a town known as South Williamsport, with a population of over three thousand, has grown up on the south side of the river due almost wholly to Peter Herdic's enterprise.

During the period of his activities he found a spring at Minnequa, near Canton, in Bradford county, about half way between Williamsport and Elmira. The waters of the spring possessed valuable medicinal properties. He immediately erected a large hotel and also built a pretentious brick building, for what purpose no one seemed to know. He then invited members of the legislature, railroad officials, newspapers editors and prominent people from all over the state to spend a week or more at Minnequa during the summer at his expense. Greatly the people wondered. They thought him crazy.

But like many of his other enterprises, this was only the first step, the beginning of a larger scheme. He had also bought up several adjacent farms. Then his purpose became apparent. He intended to have the legislature create a new county out of portions of Lycoming and Bradford with the county seat at Minnequa and depended upon the support of those he had entertained to accomplish his object. The brick building which he had erected was to be sold or rented to the new county to be used as a court house and from the sale of town lots he expected to realize a large sum. His financial failure was the only thing that prevented this scheme from being carried into effect.

He built the present Weightman block on West Fourth street and again people wondered. It was far removed from the business part of the city and its purpose could not be conjectured. But this was only another of his far-seeing enterprises. It was his intention to use part of it as an opera house and, through political influence, to have other parts of it rented for use as the government postoffice, public market and United States court rooms for the western district of Pennsylvania. This would have greatly enhanced the value of his real estate in the neighborhood and but for his failure he would, in all probability accomplished his purpose.

On account of its sanitary value he induced the city council to construct a sewer from the present undergrade crossing at Campbell street to the river. It was known as the "Dutch Gap Canal" and after its completion it was found that, aside from its sanitary value, it served as an admirable drain for Herdic's lands. But although this may have been one of his objects in having it built, it drained other people's lands as well as his own and proved of great value to the western part of the city.

In the fulfillment of his schemes Herdic organized the Lumberman's National Bank, operated a saw mill bought great tracts of timber and coal lands, started a rubber work, owned a brush factory, the nail works in South Williamsport, the gas

works, the upper water works, the Maynard street bridge, the West Branch Gazette and Bulletin, the present Park Hotel, besides large tracts of land and scores of dwelling houses and to his everlasting credit be it said that all of his enterprises and business operations were confined to Williamsport or places contributory thereto. His money was invested at home and not scattered abroad and whatever prosperity Williamsport and its citizens enjoy today is due to the genius, the enterprise and the home loyalty of Peter Herdic. If he traded on the credit of others, he lent his own credit without stint or limit. Indeed, it is doubtful whether he ever refused to endorse a note or sign a man's bond. In fact, he put his name on the back of many a note without even looking at its face.

He had Williamsport incorporated as a city in 1866 and from that time on practically controlled the city government. As illustrative of this it may be stated that at the time he was putting through his "Dutch Gap Canal" and paving schemes, the select branch of council at one time refused to concur in the action of the commoners. Herdic immediately posted off to Harrisburg and had the special council of the city of Williamsport abolished by special act of the legislature. His measure then went through. At another time a petition was presented to councils asking that Newberry be annexed to the city. Councils refused. Herdic then tore off the names of the petitioners, attached them to another petition directed to the legislature, went to Harrisburg and had a special act passed annexing Newberry to Williamsport. He was adversely criticised for this action, but it does not seem to have been a very heinous offense, inasmuch as the desire of the petitioners was for annexation and it could have made little difference to them whether the object was accomplished through act of councils or that of the legislature. And the people of Newberry lived to thank him for his action.

His influence at Harrisburg was almost unlimited. In conjunction with Thomas A. Scott, of the Pennsylvania railroad,

his warm personal friend and business associate, and who once said that Herdic was the best financier in the United States, he practically controlled the governor and legislature of the state for years. His action in having the perpetrators of the riots in connection with the "sawdust war" pardoned by the governor was a striking instance of this.

Mr. Herdic's charity and generosity were unbounded. He gave freely of his means to the poor and to any worthy object in the city. The following incident evidences his kindness of heart. One day he was conversing with several gentlemen on the street. A little girl came along, begging. Herdic reached in his pocket and gave her a silver half dollar. One of the gentlemen remonstrated. "Herdic you ought not to do that. That girl's father is a professional beggar. He sends his children out on the street to beg and practically lives on what they gather in." "I know that," Mr. Herdic replied, "but if that child goes home without any money, she will probably get a whipping. I gave her the half dollar to save her the whipping."

Mr. Herdic built beautiful Trinity Episcopal church and presented it to the congregation free of cost; he gave the lot for the Congregational church which formerly stood on Third Avenue; he gave the lot for the Church of the Annunciation; for the First Baptist church and the First Evangelical Luthern which formerly stood on Basin street and contributed to the building of the Jewish Synagogue which formerly stood at the corner of Front and Mulberry. He gave a house and lot free to each of three widows who were in reduced circumstances and there were countless other benefactions of which the public knows nothing.

Peter Herdic had his faults—he was human. But his virtues far exceed these. If any man deserves a monument he is that man. He made Williamsport what it is today—the pride of every individual citizen. He failed in 1878 for a million dollars and within five years the properties he turned over to his creditors were worth twice that amount. He was prose-

cuted and persecuted by the very men for whom he had done the most, but he had many staunch friends and came through all his troubles and vicissitudes in triumph and with honor.

But for his untimely death which resulted from a fall while on a visit to Florida, he would undoubtedly have again become a potent factor in the material development of the beautiful city of his adoption. He was a man who did things and who could not have been kept down, and, looking back over his career in the light of history, it is well to minimize the few faults which he possessed and magnify those splendid qualities of mind and heart which were given so unselfishly to the material good of the fair city of Williamsport. The day should come when a monument will be erected to his memory; a shaft that shall commemorate his many virtues and remain as a reminder for all time of how much the city owes of its prosperity to the genius and devotion of Peter Herdic.

### CHAPTER XLIV.

#### NOTABLE MEN OF EARLY DAYS

MICHAEL ROSS-WILLIAM F. PACKER-SAMUEL WALLIS-THE BRADY FAMILY -ROBERT COVENHOVEN.

Michael Ross, the founder of the city of Williamsport, was born July 12, 1759. He was of Scottish ancestry although it is believed that he also had a strain of Teutonic blood in his veins. The place of his birth is not known but he is known to have been living in Philadelphia with his mother in 1772 and on April 11, of that year he and his mother entered the service of Samuel Wallis.

Ross continued in this employment until the summer of 1779 when in his twentieth year, he embarked in business for himself. He became a land surveyor and continued in that occupation until his death. Wallis gave him a very high recommendation when he left his service and also one hundred acres of land. From time to time he added to this holding until he owned several hundreds on both sides of the river.

Although he continued to follow surveying, he also farmed on a large scale for those days and also dealt in land, merchandise and the commodities of the country, such as lumber, grain, whiskey, etc.

In 1796 he laid out the town of Williamsport on a tract of land which had been acquired in this way; upon application No. 546 the land office of the commonwealth, entered by George Gibson, there was surveyed to him a tract of land on April 3, 1779 containing 285 acres and allowances called "Virginia," after the manner of the time in naming tracts. On February 6, 1770, Gibson sold the tract to Mathias Slough and on May 22, 1788, Slough sold it to William Winter who held it until April 1, 1793, when he sold it to Michael Ross and to him the state

issued the patent in fee on March 17, 1794. It was probably surveyed by Ross himself and William Ellis who did a good deal

of this kind of work in the early days.

Ross sold the first lots July 4, 1796 and deeded a lot for the jail and one for the court house to the county. The former is on record, but not the latter and no trace of it has ever been found. Before the town was laid out Ross lived near what is now Fourth street between Academy and Basin but about the year 1800 he erected a brick dwelling on the lot at the north west corner of East Third and Basin streets, where he continued to live the rest of his life and where he died. There were no cemeteries in those days and Ross permitted the dead to be buried in a field at the southwest corner of East Third and Penn streets. After the town was laid out Ross set aside the old Pine street burying ground which was located on the present site of the City Hall. Michael and such members of his family who died before this cemetery was removed were buried there and subsequently their remains were disinterred and reburied in Washington street cemetery.

Michael Ross and wife had five children, two sons and three daughters. His eldest son, William, died unmarried December 23, 1818, in his twenty-fourth year. One of the daughters, Elizabeth, married Peter Wycoff Vanderbelt. She died July 3, 1828. Margaret, the second daughter, married James H. Huling. She was instantly killed when she was crossing the railroad at Market street July 25, 1872. Anna, the third daughter married Charles Low and died January 30, 1832. John, the second son also died unmarried July 6, 1833. With the exception of Mrs. Low, who lived for a short time in South Williamsport, all of Michael Ross' children lived all their lives, and died in Williamsport and are buried in Washington street cemetery. There are a number of descendants of Michael Ross still living in Williamsport but none of his name.

Michael Ross' leading characteristic seems to have been a far-seeing and well-balanced business capacity, business am-

bition, public spirit and unbounded energy. He never held any public office nor was he ever a candidate for any. He had correct and rigid business rules and he expected everyone dealing with him to abide by these rules. He was very jealous of his fishing rights and in all his sales of lots bordering on the river these were reserved. For some time he conducted a shad fishery and salted them down in barrels and sold them as salt mackeral are now sold.

Ross was a man of medium height, rather broad frame but well knit; he was active in movement and, while not a giant in strength, he was fully the equal of the men with whom he was surrounded.

William F. Packer.—Few Williamsport men have played such an active part in state politics or have wielded such an influence in shaping the destinies of Pennsylvania, as William F. Packer, the only citizen of this community who was ever elected to the high position of governor of the commonwealth.

Packer's public activities prior to his nomination for governor, his campaign and his administration of the chief executive post in the state were all characterized by a strong bearing on the affairs of the commonwealth.

His farsighted vision, for instance, made possible the extension of the Sunbury and Erie railroad from Williamsport to Erie, giving to Pennsylvania direct contact with the great lakes and saving for this state a vast wealth in business which would otherwise have been monopolized by New York State with her Erie Canal.

It was in his campaign as standard bearer for the Democratic party that the Republican party of Pennsylvania was first felt as a political power. The opponent whom he defeated was David Wilmot, of Bradford county, author of the famous "Wilmot Proviso" which was the basis of two political parties, the "Free Soil," which enjoyed but a brief career, and the Republican.

David Wilmot, an attorney living at Towanda, was a Democratic member of the National house of representatives from 1845 until 1851. It was in 1846 that he offered his famous "proviso" which was to give his name a permanent place in every history of the struggle for the abolition of human slavery in America.

President Polk had sent to congress a bill providing for adjustment of the boundary dispute with Mexico and appro-

priating \$2,000,000 to affect cash settlement.

To this bill Wilmot moved an amendment "that neither slavery nor involuntary servitude shall exist in any part of said territory, except for crime, whereof the party shall first be duly convicted." The amendment was the subject of bitter debate in congress and finally passed the house by a vote of eighty-three to sixty-four. The debate in the senate was so bitter and so prolonged that the upper house of the national legislature had not voted upon the measure when the session adjourned.

At the succeeding session a bill for the same purpose carrying an appropriation of \$3,000,000 was introduced in the house. Wilmot again offered his amendment, which the house approved by a vote of 115 to 106.

The senate had passed a similar appropriation bill without any amendment. The upper house refused to accept the amendment carried by the house bill, and the lower body finally concurred with the senate, passing a measure without the Wilmot proviso.

Defeat of the proviso, however, did not constitute failure for Wilmot's declaration, as it established a principle which was subsequently invoked in the struggles to determine whether or not slavery should be permitted in new territories. Eventually it led to the Free Soil party and then to the Republican party.

Wilmot's name was as a result nationally known and he

was a formidable opponent to Packer in his campaign.

Packer was nominated early in 1857 by the Democratic party. The late Alexander K. McClure, famous editor, Republican leader and historian, says that Packer was "a strong candidate and one of the most sagacious politicians of the state, schooled in politics as editor of the Democratic organ of Lycoming county. He had been speaker of the house and I well remember that it was conceded alike by political friends and foes that no better equipped presiding officer ever filled the speaker's chair."

The anti-Democratic forces were divided. The American party's strength was waning, while the newly-born Republican party was for the first time to achieve importance in Pennsylvania affairs. The Republican party had recruited most of

its strength from the American party.

David Wilmot was the ablest and most pronounced Republican in the state, with a national reputation as an anti-slavery leader, according to McClure, and was very desirous of having the Republican standard unfurled in Pennsylvania.

McClure, in his "Old Time Notes of Pennsylvania," says that Wilmot expected defeat but realized that his task was to build an organization for the future. He was president judge of Bradford and Susquehanna counties when he was nominated. He resigned this position, with an understanding that in case he was defeated his successor should resign in his favor, permitting him to fill out his term. This was subsequently done.

Isaac Hazelhurst, city solicitor of Philadelphia, was the

nominee of the American party.

Packer made few speeches, devoting himself to a methodical handling of the campaign. McClure, a Republican, says of him: "He was a gentleman of blameless reputation, whose public record challenged criticism, and the campaign was entirely free from scandal or bitterness," excepting on the part of local political leaders in Wilmot's judicial district, for which neither of the party standard-bearers was responsible.

Wilmot carried out an aggressive campaign, touring the

state and making frequent speeches.

The vote was 188,887 for Packer, 146,136 for Wilmot, and 28,132 for Hazelhurst. The purpose of the Republican party had been accomplished. It had eliminated the American party as a strong factor in Pennsylvania politics and had attained a strength which enabled it to achieve victory in subsequent years.

David Wilmot was elevated to the United States senate in 1861 and served until 1863, the appointment being made to fill the vacancy created when Senator Cameron was given a place in President Lincoln's cabinet. He was later named judge of the United States court of claims, filling that position until his

death. His grave is near Towanda.

Governor Packer was inaugurated in 1858 with imposing ceremonies. James Buchanan, a Pennsylvania Democrat was president of the nation. The slavery question was becoming more and more important. Buchanan's attitude toward the question of permitting slavery in new western territories had aroused the bitterness of the enti-slavery factions.

Packer's inaugural address was anxiously awaited. Mc-Clure states that the address was "able and carefully prepared," and that it showed the governor to be not in accord with the national administration, although his position was

cautiously stated.

Packer did not long allow his position to be doubted. One of his first acts was to introduce at a joint session of the legislature bodies, Colonel Forney, who was leading the battle for exclusion of slavery from new northern territories. In introducing Forney, Governor Packer stated his approval of the cause he championed.

The whole moral support of the administration was with Forney, and Pennsylvania Democratic politics presented the interesting spectacle of a Democratic governor in open antag-

onism to a Democratic president from his own state.

When Packer assumed office the Sunbury and Erie Railroad, now a part of the Pennsylvania system, had been completed as far as Williamsport. Efforts to finance its extension to Erie had been unavailing. The importance of opening up a line of communication competing with the Erie Canal for Great Lakes shipping was realized.

Governor Packer, living in Williamsport, was naturally interested, and approved a plan to give the railroad company the

support of the state in carrying out its project.

It was proposed that the canals remaining in the owner-ship of the state, principally the North Branch and West Branch canals, should be sold to the Sunbury and Erie Railroad for \$3,000,000, giving to the company the right to sell or mortgage the canals to raise money to build the railroad, the state to accept a mortgage on the railroad for the entire \$3,000,000 sales price.

The canal board, of which Packer had some years before been a member, was politically strong and it used all its influence to defeat this plan, realizing that its success would cost them their jobs.

With Governor Packer's backing it was approved in the house and finally passed the senate by one vote.

The bill did not reach the governor until a few days before the final adjournment. As he was reading it over and prepared to sign it, Governor Packer discovered a single sentence which would have been "very embarrassing" in carrying out its provisions. He called the attention of leaders in both houses to this defect. Time was limited. Had the usual proceedure been adopted an amended bill could not have been passed at that session, but by an adroit manipulation of the rules an amended bill was rushed through.

With the funds made available by this measure the railroad company extended its lines west from Williamsport. The work was completed during the war. The railroad has brought multiplied wealth to Pennsylvania and opened up an immense domain. The wisdom of Governor Packer in backing the financing plan has been abundantly proved.

Governor Packer was born in Howard township, Centre county, April 2, 1807. His parents, James and Charity Packer, were Quakers and the influence of his training under the customs of that sect was apparent throughout his life. He was left fatherless when seven years of age and as a result it was necessary for him to forego many advantages which otherwise might have been his. His education was confined to elementary schooling, but like many other prominent men of his generation, by his own efforts he achieved a high intellectual status.

In 1820 he became an apprentice with his cousin, Samuel J. Packer, publisher of the Sunbury Inquirer, later continuing his training with Henry Petrikin of the Bellefonte Patriot. In 1825 he went to Harrisburg working on the Intelligencer, which was then controlled by Simon Cameron, noted political leader.

In 1827 he came to Williamsport, where he studied law under Joseph B. Anthony. He was never admitted to the bar but the advantages of legal training stood him in good stead throughout his career.

He became one of the owners and finally sole proprietor of the Lycoming Gazette. This was then a Democratic organ and Packer soon became a leader in the local affairs of that party. He was an able writer and a fine speaker, showing to advantage in political debates.

In 1836 he was one of the originators of the Keystone, a Harrisburg publication which for a time wielded a strong in-

fluence in Pennsylvania politics.

In 1839 he was appointed a canal commissioner and in 1842 was named as state auditor, continuing in that position until 1845.

In 1846 he had one of the most unusual experiences in Pennsylvania politics. He was a candidate for the state legislature

from this district, and was the winning candidate, but an error in reporting the returns from a rural district made it appear that his opponent, B. F. Pawling, was elected. Pawling went to Harrisburg and served throughout the session, before Packer discovered the mistake.

In 1847 Packer was again elected and was accorded a rare honor for a new member, being elected speaker of the house. He was again elected speaker in 1848. The house was sharply divided and there were frequent ties on important questions, but political historians say that Packer's decisions were never overruled. In 1849 he was elected state senator.

He had served as a delegate to the Democratic convention which nominated Van Buren at Baltimore in 1835 and was also a delegate at Cincinnati in 1856 when Buchanan was nominated.

At the expiration of his term as governor he retired from political life and returned to his home at Williamsport. His residence was at what was then 53 East Third street, northwest, corner of Mulberry. Governor Packer died September 27, 1870. The residence was destroyed in the big fire August 20, 1871.

A younger brother of the governor, H. B. Packer, owned and occupied the fine old mansion at the northwest corner of Market and Fourth streets.

Samuel Wallis.—One of the leading men among the early settlers in Lycoming county was Samuel Wallis, often called the "land king" of this section. He came to the valley in 1768 and bought a tract of land at Halls which he called "Muncy Farms." He took up all the land he could in his own name, he got others to do the same and then had them transfer their purchases to him. In this way he became the owner of practically all the land lying along the river between Muncy and Jersey Shore, a distance of twenty-eight miles. His holdings constituted a principality in themselves and if he had been able to hold on to them, his descendants would have been enriched beyond the wildest dreams of avarice.

In 1769 Wallis built a pretentious mansion at Muncy Farms which is still standing and is the oldest house in the county. The present owner is Henry G. Brock. March 1, 1770, Wallis married Miss Lydia Hollingsworth, of Philadelphia and brought her as a bride to his home on the West Branch of the Susquehanna river. She was a woman of education and refinement and added to the home on the frontier all the graces of a cultured society. The Wallis family lived very much after the



SAMUEL WALLIS MANSION—OLDEST HOUSE IN LYCOMING COUNTY—BUILT IN 1769.

style of the old southern planters. They had their slaves, horses and dogs, indulged in the sport of following the hounds and all the other sports peculiar to those who lived south of Mason and Dixon's line.

It might have been supposed that anyone would have been satisfied with the possession of Munsy Farms for it contained 7,000 acres of the most fertile land in the whole valley. Not so Wallis. His mania for acquiring land was insatiable. His aim was more and ever still more. His name became known far

and wide and he was regarded as one of the largest landowners in all the colonies.

Notwithstanding these large acquisitions and the time that must have been taken up in securing and looking after them, Wallis found time to devote himself to the welfare of the community in which he lived.

He was active in all county affairs, was captain of the Sixth Company Second Battalion of the Northumberland County Associated Militia, a member of the Council of Safety and represented his county in the Assembly in 1776 which met at that time in Philadelphia. He also held many minor civil offices. His nephew, John Lukens Wallis, was the first male white child to be born in what is now Lycoming county.

The Wallis mansion became a haven of refuge for weary travelers and also for the settlers in times of Indian danger and it is probable that some sort of defensive work was built nearby prior to the building of Fort Muncy. At the time of the Big Runaway in 1778, the Wallis mansion was one of the few buildings left standing by the Indians in their pursuit of the fleeing inhabitants. Wallis and his family also fled at this time but they returned immediately after the excitement had subsided. In 1775 Wallis built a grist mill and a few hundred yards east of his house and, although it was a small affair it undoubtedly was of great service to the people of Muncy Valley.

After a very active life, Samuel Wallis died in Philadelphia October 14, 1798, in the sixty-eighth year of his age, from an attack of yellow fever contracted while on a visit to the south. His wife survived him for twenty-eight years and died at the home of her daughter in Milton, September 4, 1812, at the age of sixty-eight years.

Wallis was so deeply involved in debt at the time of his death that little of his estate could be saved for his heirs and the Muncy Farms was sold to Robert Coleman, of Lebanon and he presented it to his daughter, Elizabeth, who had married Charles Hall of Sunbury. The property then became known as the "Hall's Farms." After her husband's death, Mrs. Hall removed to the property which she greatly improved and added to. At her death it was divided among her children and remained in this family until acquired by the present owner.

The Wallis mansion is one of the best expressions of colonial architecture to be found in this section of Pennsylvania. It is built of stone, two stories high, with an addition erected after the original building was constructed and the interior wood work, the doorways and window frames are of the most attractive character.

That it was one of the show places of the early days and a place where genuine hospitality was dispensed with a lavish hand is one of the well-authenticated traditions of the valley.

The Brady family, on account of the eminent services its members rendered to the struggling colonists during the Revolutionary war, has always been regarded as one of the leading ones in that great cause and the narrow escapes and thrilling adventures of many of its members form important chapters in the history of that period.

Captain John Brady, who settled in Lycoming County and built the fort at Muncy, was the second son of Hugh Brady who came of Irish parentage. John Brady was born in Delaware and received a good education for those days. He was a good penman and wrote a round legible hand. He taught school in Delaware before his parents removed to Pennsylvania and settled near Shippensburg in Cumberland county. He learned surveying and followed it for some time. In 1755 he married Mary Quigley whose family were the ancestors of the numerous Quigleys of Clinton county. The Bradys had thirteen children, eight sons and five daughters, two sons and one daughter having died in infancy. Samuel, the eldest was born in 1756 and became one of the most daring and intrepid Indian fighters in the whole state, but his exploits were confined to the western part of commonwealth.

At the time of the breaking out of the French and Indian war John Brady was commisioned a captain of the second battalion commanded by John Penn. He was a member of the Bouquet expedition and participated in the engagement at Bushy Run. For this service he was given a grant of land at Lewisburg.

At the close of the war he moved with his family to Standing Stone in Huntingdon county where his son, Hugh, afterwards a major general in the United States army, was born. Subsequently he removed to Lewisburg and settled on the tract of land which had been granted him by the province. Here he made some improvements and followed his profession of a surveyor, doing work over a large extent of territory. In 1775 he accompanied Colonel Plunkett on his expedition against Wyoming and was afterwards made first major of a battalion of associators March 13, 1776. On July 4 of the same year he attended a convention of associators held at Lancaster. October 14, 1776, he was commissioned a captain of one of the companies of Colonel William Cooke's regiment which had been recruited in Northumberland and Northampton counties for service in the Revolutionary war.

The regiment left soon afterwards to join the contintental army in New Jersey. Brady went with it and participated in the engagement at Brandywine when Washington endeavored to intercept Howe's army. He also had two sons in this battle, Samuel, who was a lieutenant in Captain John Doyle's company and John, his fourth son, who was then only fifteen years old. He had gone to the front to bring some horses home but seeing that a battle was imminent, he insisted in joining in the engagement. Captain Brady and his son, John, were both wounded in this affair and were sent home. On his recovery Captain Brady again reported for duty but was ordered by General Washington to return to Lycoming county and join Colonel Hartley at Fort Muncy and aid in defending the fron-

tier. Soon after his arrival he participated in the expedition to

Tioga Point, under Colonel Hartley.

John Brady was killed by the Indians April 11, 1779. His son, Samuel, when he heard of his father's death, raised his hand to heaven and swore eternal enmity to the red men. And terribly did he keep his vow. He was the terror of the Indians throughout the whole of Western Pennsylvania for many years and many a painted savage fell before the unerring aim of his trusty rifle.

In appearance Captain John Brady is described as a man six feet in height, well formed, straight as an arrow, with dark hair and complexion and hazel eyes. He is buried in the cemetery at Hall's Station and a stately cenotaph has been erected to his memory in the cemetery at Muncy.

Robert Covenhoven.—It was once said by a distinguished major general of the United States Army that the only good Indian was a dead one and the government in past years certainly endeavored by every means in its power to make them all good. Those the agents of the Interior Department could not kill with bad whiskey the War Department finished with the cold lead of its soldiers. It was a costly kind of missionary work as it was said that every dead Indian cost the government five thousand dollars in cash and the lives of three white men, but it resulted in almost entirely exterminating the red man.

It is quite evident that many of the white settlers in the West Branch valley were of the same opinion as the distinguished major general and among them Robert Covenhoven, who was a courageous, self reliant and heroic soul and was associated with many stirring scenes in Revolutionary and colonial history. He was of the Dutch descent and was born in Monmouth county, New Jersey, December 7, 1755. His father, Albert Covenhoven, wife and family, consisting of three sons and two daughters, came to the West Branch valley in 1772, settling on Loyalsock creek. Robert early developed into

an expert woodsman and was frequently employed by surveyors as axeman and guide and in this way he became familiar with the country and this knowledge proved of great value to him.

At the beginning of the Revolutionary war he enlisted as a private and served with distinction. He was present at the battles of Trenton and Princeton in both of which he took an active part. He returned home in 1777 and immediately engaged in the defense of the frontier and by his thorough knowledge of the ground and his familiarity with the habits of the Indians. became invaluable as a scout and guide. It was he who traversed the top of Bald Eagle mountain at the time of the "Big Runaway" in 1778 and warned the settlers of the threatened descent of the warlike savages. He accompanied General Sullivan as guide in his expedition up the North Branch in 1779 when he penetrated into the heart of the Indian country. He was also a member of the famous expedition commanded by Colonel Hartley which started from Fort Augusta at Sunbury in 1778 and advanced into the enemy's country as far as Tioga Point, near Athens, in Bradford county. This was a great rallying point for the Indians and was the headquarters of the infamous Queen Esther who took such a prominent part in the Massacre at Wyoming. After capturing Tioga Point Colonel Hartley set fire to Queen Esther's palace, Covenhoven applying the torch.

Soon after peace was restored Covenhoven purchased a tract of land at Level Corner, above Linden, which was known as "Conquest." His name was subsequently changed to Crownover, by which the family, some of whom still reside in Lycoming county, is now known. He continued to live at Level Corner until the death of his wife in 1843 when he went to live with his daughter at Northumberland, where he died October 29, 1846, aged nearly ninety-two years.

Many stories of Covenhoven's adventures with the Indians are told, some of which are of the most thrilling character. One

day in 1773 the three Covenhoven brothers were working in a field on Lovalsock Creek with an old man named Wychoff. They were suddenly disturbed in their work by the barking of their dog who began sniffing the air and running about in a most unusual manner. Then he darted into a thicket and caught an Indian by the leg. The savage immediately arose and shot the dog. Then the members of both parties jumped for trees, behind which they were fairly well protected and hostilities were at once begun. Wychoff had been unfortunate in selecting a tree that was too small to hide his rather large body, but there happened to be another small tree in front of him from which the bullets intended for him glanced harmlessly away. While loading his gun Robert Covenhoven had his rammer shot in two, but he happened to have a wiper with him with which he rammed down the bullet and just then noticed an Indian creeping around to get a shot at Wychoff. He fired and the Indian sprang into the air with a yell and fell, whereupon the other Indians rushed forward, picked him up and carried him away.

At another time, when pursued by Indians, Covenhoven jumped into the top of a fallen tree, where he remained until a party of Indians had passed by. Fearing to appear at once he hid in the hole of the uprooted tree. He lay there until dark and then succeeded in making his way home.

Covenhoven was a tall, powerful man, with a well knit frame and a countenance indicating firmness and courage. He was a splendid type of the early settler of the West Branch valley and a man who rendered most valuable aid and assistance in the protection of the infant community in which he lived.

The Lycoming Historical Society has in its possession a knife which formerly belonged to Covenhoven on the back of the blade of which are filed seven notches which indicate the number of Indians killed by him.

## CHAPTER XLV.

# LYCOMING COUNTY IN ART AND LITERATURE.

SEVERAL ATTAIN PROMINENCE—S. ROESEN—GEORGE BENJAMIN LUKS—S. WINNER—MARY PARKER CARTER DODGE—JULIET LEWIS—ROBERT HAW-LEY—J. WESLEY LITTLE—OTHERS OF NOTE—THOMAS J. McELRATH.

Lycoming County and Williamsport have had a number of distinguished men and women who attained prominence in the world of art and literature and the professions and yet never received the mead of praise that was due them and some of whom are even forgotten entirely by the present day generation even if they were ever known to have existed. Greatness is ephemeral and he or she is indeed fortunate whose reputation survives for more than one or two generations at the most.

One of the earliest of these celebrities, S. Roesen, as he has always signed his name, was a painter in oils whose work has been pronounced by critics of a later day to rank with the best of the well-known masters. He was an exile from Holland, was educated there in the Royal Academy and became a medalist. Soon after coming to America he made his way to Williamsport, where he followed his art of selling his paintings himself from door to door. He excelled in the delineation of fruits and his draftsmanship of these was accurate, his grouping faultless, his coloring delicate, rich and true to nature and of rare translucence. He drank heavily and in later years his hand became less steady and his coloring less gorgeous. His fondness for liquor ultimately brought about his untimely death. He expired on the steps of a public building in New York while there on a visit. The place of burial is unknown.

George Benjamin Luks was born in Williamsport, on Third Street between Market and Mulberry streets, but the exact house is unknown. He was a son of Dr. Emil Charles and Bertha von Kreamer Luks. Mr. Luk's career has been a brilliant one and he is still living. He was educated at the Pennsylvania Academy of Fine Arts and in Germany, France and England. He is a portrait painter and his work ranks high. He is a member of the National Society of Portrait Painters and the New York Society of Artists. He has won many medals at exhibitions conducted by leading art centers of the United States. He specializes in genre work in both water color and oil and his paintings bring huge prices.

Se. Winner was a musician, composer and publisher and instructed many Williamsport men and women in the art of music. He spent part of his life in Williamsport and was an expert with the harp, guitar and flute. He produced a ballad in collaboration with Alice Hawthorne which met with a large measure of success. After his removal from Williamsport to Philadelphia he conducted a publishing house for many years and brought out many popular musical compositions, among them Alice Hawthorne's "Listen to the Mocking Bird," which has not lost its popularity down to the present day. He displayed no small sum of talent and even genius and has left behind him many important compositions of his own that have achieved a nation-wide reputation.

Mrs. Mary Parker Carter Dodge was a poet of unusual ability and during her lifetime enjoyed a great deal of popularity. Her work was published in the leading magazines of the country and also in book form. She has gained a place in Stedman's "American Anthology" with a poem entitled "Now." She was the wife of Charles Dodge, one of the leading lumbermen of the city, and lived at the northwest corner of Hepburn Street and Park Avenue in a house that at one time was one of the show places of Williamsport. Few of her poems survive but one of them, "Pansies for Thought," is still read and enjoyed by many people.

Another poet of high merit, but whose work never extended beyond the columns of the daily newspapers, was Juliet Lewis,

daughter of Ellis Lewis, the eminent jurist. Miss Lewis' poems have a delicate touch, a true heart appeal, wealth of delineation and should have had a wider publicity.

Another poet of no mean ability was Robert Hawley, lawyer, who was a native of Muncy but spent the latter years of his life in Williamsport. He was especially felicitous in writing campaign songs. His "The Boys in Blue are Coming" produced during the second campaign of Abraham Lincoln, had a wide popularity and was sung all over the United States from Maine to California and, with slight variations, was used in all other national campaigns for twenty years.

Another painter who was entitled to more recognition in his life-time than he received was J. Wesley Little, of Picture Rocks. He was a painter in oils of landscapes and still life. He studied in Europe and became a prolific producer. His coloring is exquisite, his delineation true to nature and his subjects were chosen with extreme care. He traveled extensively in this country and the scenes that he pictured are scattered all over the United States. His paintings possess a rare charm and are said by those competent to judge to be of a high order of merit.

There are many others of a lesser note whose fame did not extend beyond the limits of their own county. Among these were: Mrs. E. M. D. Levan, of Muncy, a poet of rare merit and a writer of no mean ability, the second Mrs. Peter Herdic, who was an accomplished musician, Harry S. Black, author of a work on the Constitution of the United States and other legal treatises, and many others.

Among those living in Williamsport at the present time, who have attained fame, may be mentioned Mahlon L. Fisher, author of a delightful collection of sonnets; O. R. Howard Thomson, librarian of the J. V. Brown library, a poet of conspicuous ability, and James M. Black, composer of gospel songs

and author of "When the Roll is Called Up Yonder," one of the most popular of the day.

Another native of Williamsport, who attained prominence and distinction in the newspaper profession, was Thomas J. McElrath, who was born in a log house at the northwest corner of Mulberry and East Third streets opposite from where the old Russell Inn stoood, on May 1, 1807. When he grew to manhood he learned the printing trade and then studied law. But he preferred the newspaper business. He went from Williamsport to Harrisburg while still a boy, where he followed his chosen profession. From there he went to Philadelphia, where he was employed in a publishing house and it was while there that he had the unique distinction of being the first person in America to read a copy of Lord Byron's Don Juan, one of which had been sent to a firm of publishers and they gave it to young McElrath to prepare for publication so that it would appear in this country simultaneously with the English edition.

Mr. McElrath subsequently returned to Williamsport and then went to New York, where he completed his law studies and was admitted to the bar after having served with several publishing houses. In 1841 he offered to finance the establishment of the New York Tribune which Horace Greeley was then trying to promote. McElrath had \$2,000 and this he offered to Greeley and it was accepted. He was made a partner and the Tribune was put on its feet with McElrath as editor. This partnership continued down to the time of Mr. McElrath's death in 1889 and Mr. Greeley always gave to him a large measure of credit for having made the paper a success. Mr. McElrath occupied many official positions both in his adopted state and the nation and for many years ranked as one of the most accomplished newspaper editors in the United States.

#### CHAPTER XLVI.

## RAFTING ON THE SUSQUEHANNA

BEGAN IN 1796—RAFTSMEN—THREE KINDS OF RAFTS—MADE UP AT VARIOUS POINTS—DANGEROUS OCCUPATION—"RAFTING IN"—AN INDUSTRY OF THE PAST.

The rafting of timber from the headwaters of the Susquehanna River to the seaboard markets began as early as 1796. As soon as settlements began to be made in this section attention was quickly called to the magnificent quality of the growing timber along the banks of the river and streams tributary thereto. Merchants and shipbuilders in Philadelphia and Baltimore soon became interested in this section and from the beginning of the nineteenth century down to the year 1889 the business of rafting timber down the West Branch of the Susquehanna was a flourishing industry and gave employment to hundreds of men at good wages.

In the heyday of the industry it was no uncommon sight to see scores of rafts anchored for the night on each side of the river at Williamsport from the Market Street bridge to the Pennsylvania bridge at the lower end of the city. It was usual to tie up at some convenient town, except when the moon was shining, and Williamsport was a favorite place because of its size and the many attractions it offered. The red-shirted raftsmen in their woolen clothes and high boots were a familiar figure on the streets and during their short stay they practically owned the town. They were a whole-souled, care-free, sturdy set of men and as they were good spenders they were always welcome in the spring of the year.

Gone are the mighty forests of pine and hemlock. Vanished are most of the men of those days, sturdy and true, strong in their beliefs, their likes and dislikes, yet men withal in the best sense. Out of the picture have passed those unique characters of the backwoods and the river front. Into the past have gone the raftsmen with their coonskin caps and picturesque red shirts. The "last raft" may or may not have gone down the river, but gone are the many hotels that lined the stream in the good old days, gone are the chutes through which the rafts were perilously navigated. Even the paths trodden by the feet of the raftsmen who walked their weary way back to their starting point after delivering the rafts down the river have almost passed into oblivion. Gone are the strains of the violin played almost every clear night on the deck of the raft. Gone are the shouts of the men and their characteristic songs. But the memory of the days when the raft was as important to the West Branch of the Susquehanna River as an ocean liner is to the sea will linger long among those who can remember them.

Rafts were of three kinds, spar rafts, timber rafts and lumber rafts. The former were used for making the masts and vards of the old wooden sailing vessels and some of the finest specimens of timber of this class that ever came out of the forests were floated down the river past Williamsport, many of them being over a hundred feet long and as straight as an arrow. They became a part of many a sturdy vessel that buffeted the storms at sea in all parts of the world. The timber rafts were generally of oak or pine, squared their length, and many of them being as much as eighty feet long and two feet square at the smaller end. They were used for building wharves and docks and for the hulls of vessels. Scores of Uncle Sam's staunchest warships of the old style were built of timber floated down the West Branch of the Susquehanna River and carried the Stars and Stripes to all parts of the habitable globe. The lumber rafts consisted of sawed lumber, piled on hewed sticks, sometimes to the height of ten to fifteen feet and fastened together to keep the boards from floating apart and the lumber was in this way cheaply transported to market.

Each raft was furnished with large oars, one at each end, which were used for steering purposes. The men who manipulated these oars were known as pilots and they were as important and carried as much authority as the captain of a warship. They knew the river like a book; every bend and curve; every shoal and riffle; every island and dangerous rock; every bridge, pier and chute from Clearfield to Marietta. Besides the pilot, the crew consisted of three other men, one being stationed in the bow of the raft and two at the stern. There was usually a cabin erected on deck in which the crew slept and ate when they did not spend the night in some town.

The cabin was furnished with bunks, a stove and the necessary chairs, tables and cooking utensils and it was not uncommon for the wife of one of the crew to accompany the party to do the cooking and washing. It was no infrequent sight to see a clothesline rigged up on the raft with clothes hanging out to dry. Occasionally a passenger was carried and when a number of the rafts were tied up for the night in slack water or floated sluggishly down the stream with little current, fiddles were brought out and with singing, dancing and fiddling, the time passed merrily.

The rafts were made up at various points along the river, Clearfield, Curwensville and at the mouths of small streams, several small craft being joined together to make a larger one. There were many points of interest along the river and each one had its appropriate name, such as Raceground Island, Davis' Landing, Raccoon Riffles, where the famous old hunter, locksmith and gunsmith, Paul Fisher, lived, Dry Valley Furnace, Seven Kitchens, below Lewisburg, famous place for tying up and known to every raftsman on the river, Lazy Man's Gap, Sliding Rock, Hen and Chickens, a group of islands below Dauphin, and so on. One of the most famous, or infamous, places on the river was the old Susquehanna Hotel at the head of Muncy Dam, where many of the rafts were compelled to tie up while waiting their turn to run the chute. For many years

this was the headquarters of a clever gang of counterfeiters, who disposed of their spurious coin to the fearless raftsmen for about ten cents on the dollar and the latter then unloaded it on the unsuspecting people down the river, many of them often making as much in this kind of merchandising as their whole season's wages.

There were many dangerous points along the river and many a stately craft has gone to pieces on the head of an island or been swept by the wind over the breast of a dam and broken apart in the contact. Rafting was only possible on high water and, as the current was generally swift and the wind often strong, it required skillful piloting to avoid disaster. The chute of the Williamsport dam was always regarded with dread by pilots as the water was swift and the wind often strong enough to blow the raft out of its course and over the dam where it was likely to go to pieces or, if it passed safely through, a quick shift was often necessary to prevent it striking one of the piers of the Market Street bridge, which is only a short distance below.

The most dangerous point of all, however, was the Conewago Rapids below the White House where a pilot was taken on who was familiar with the river at that point to run the falls. The rapids are two miles long and it only took from five to seven minutes to make the run—pretty dangerous for a raft—and many a fine lot of timber has gone to destruction on the rocks which line the river at that point.

The raftsmen were paid a certain sum in advance, were given one dollar a stick for "rafting in" lost pieces when a raft broke up and were paid in full when it reached its destination. The crew then returned to their homes by train or on foot and most of them invariably stopped off in Williamsport and it was then that the town was enlivened with their exhilarating presence. Merchants, hotels and other places reaped a rich harvest during their stay and upon their departure gave them a hearty invitation to call again.

The old rafting days have passed away. Each year a ghostly raft or two floats down the river, creating no excitement and arousing but little interest aside from curiosity. They are only grim spectres of a past that is gone, melancholy reminders of flush times and rollicking pleasures when the river was the highway for a kind of merchandise that was turned almost as rapidly into gold as the blanks from one of Uncle Sam's minting machines.





A TIMBER RAFT



THE "PACKET" BOAT OF OLD CANALING DAYS

### CHAPTER XLVII.

### "CANALING IN THE OLD DAYS."

PACKET BOATS—CARRIED MAIL AND EXPRESS—FURNISHINGS—CAPTAINS—
TOWNS REACHED—CANAL SYSTEM—DEMONSTRATION AT OPENING OF NEW
WATER WAY—DIFFICULTIES OF CANAL BUILDING—POLITICS AS NOW—
WEST BRANCH AND OTHER CANALS—TOLLS—TWO FAMOUS PACKET BOATS
—COMMANDERS—CAPTAIN FAGLES—FREIGHT BOATS—THE RETURN TO
WATERWAYS.

How many persons now living ever rode on one of the old packet boats on the canal? How many persons now living ever saw one? Not many.

It was a delightful way to travel if one were not in a hurry and no one was in the early days, for time was one of the things that everyone possessed in abundant measure. Furthermore being in a hurry would have made no difference as there was no other way to travel.

These boats were large and roomy and, besides passengers, they carried the United States mails and express matter. Thus they had the right of way over all other craft and were not compelled to wait for passage through the locks. When the horn of an arriving packet boat sounded, all other traffic was side-tracked in favor of the approaching queen of the seas.

The boats were furnished comfortably, even luxuriously, with carpets on the stateroom floors and attractive curtains at the windows. The meals supplied were of the most excellent character and the whole service of the boat was highly efficient. The upper deck was provided with easy chairs and comfortable couches so that passengers could relax and enjoy the passing scenery, or indulge in a card or other game to while away the moments if time dragged.

There was usually a gay party on board, made up of old and young and it was customary for the men and women to sit on the deck during the day with the former holding parasols over their fair companions to keep the glaring sun from their eyes.

The boats were drawn by four fine horses and frequent relays were made so that the animals could be kept on the trot and fair progress made. After the boat was once started it was kept going largely by its own momentum and very little "pull"

was necessary to keep it in motion.

Along some portions of the water highway the trees grew so thick on either side that they interlaced overhead, thus forming a bower of leafy beauty extending perhaps for miles through which the craft slowly passed to the great delight of those on board.

Sometimes the passengers, in order to stretch their limbs, would get off and walk along the towpath beneath the shade of the overhanging trees and sometimes friends of those on the boat would accompany them for some distance, walking on foot along the side of the canal and conversing at short range.

The captains of the canal boats were men of experience, not only in handling boats, but in all the details of managing what was really a floating hotel. These men were autocrats and ruled their little kingdom with a firm hand. They were of as much importance in their limited sphere as the captain of an ocean liner in these days. One of the last of these commanders was D. B. Else, of Williamsport. He was a gentleman of the old school, courteous, considerate and affable to all and he thoroughly understood all the details of his business. It was a real pleasure to sail with him.

The canal wharf in Williamsport was situated at the old Exchange Hotel, a building which is still standing, and the arrival of a passenger boat was an event of great interest. When one was sighted through a field glass rounding the curve at the lower end of town and rapidly bearing down on its land-

ing place, a large bell was rung and this was the signal for hundreds of people to gather and watch the docking and unloading. The boats brought the city newspapers and the people of the town were thus able to get their weekly knowledge of the great outside world.

These boats ran twice a week from Williamsport to Northumberland, where transfer was made to another vessel which continued on to a point below Columbia, where the passengers were again transferred to cars which carried them to Philadelphia.

There were also boats running regularly between Williamsport and Lock Haven and at one time there were two rival lines operated between these points. Opposition once became so strong in their effort to secure trade that the fares were cut until one could make the trip for nothing. Then one line offered to carry the passengers free and give them their dinners. The other came back with the offer to carry them free, give them their dinners and serve them with three drinks of whiskey, one on leaving Williamsport, another on the arrival at Jersey Shore and the third when the boat reached Lock Haven. That settled it. The line making that offer got all the business. A compromise was soon reached, however, which resulted in a mutual agreement on rates.

The need for the canal system in Pennsylvania had long been felt before it became an accomplished fact. Prior to the advent of the waterways the only way of transporting freight from one place in the state to another was by means of wagons or the stage coach and the amount that could be carried in this manner was very limited. The rapidly growing population which was gradually stretching out its arms to include the western and northern sections made some better means of transportation absolutely necessary.

The task was a gigantic one for that period in the state's development and presented engineering problems that were surmounted with difficulty. The subject had long been dis-

cussed in and out of the legislature and it was not until the year 1828 that public sentiment was sufficiently crystallized to admit of work being begun. As early as 1790 surveys had been made to ascertain whether Lake Erie could be connected with the West Branch of the Susquehanna River. By act of March 31, 1823, the sum of \$50,000 was appropriated to improve the

navigation of the river from Columbia to its mouth.

Other experiments were made but without success and it was finally determined to resort to the construction of canals as the only means of providing facilities for the transportation of the increasing quantity of products from the interior of the state to the city markets. The legislature, therefore, passed a law, March 24, 1828, authorizing a board of canal commissioners to proceed "to locate and contract for making canals, locks and other works necessary thereto." From Northumberland to Bald Eagle Creek on the West Branch of the Susquehanna River. Surveys were made and the work begun. But delays occurred. The famous Muncy dam was put under construction at once and completed the same year. The canal reached Williamsport in 1833 and Lock Haven in 1834. The superintendent of the Lycoming line, as it was termed in the reports, was William F. Packer, afterwards governor of the state.

When the canal reached Montoursville the first packet boat was dispatched carrying a large number of distinguished passengers, officials of the state government and other notables and the arrival of the boat was made the occasion of a memorable demonstration. Its journey up the new waterway had been a journey of triumph. At every town along the way the people turned out in immense numbers and the booming of cannon and the ringing of bells greeted the boat's arrival. Its progress was not unlike the triumphal entry of a Roman general into a conquered city.

A large delegation went down from Williamsport to meet the boat when it reached Montoursville, in carriages, wagons, on horseback and on foot. It was something new for them for many of them had never seen a craft larger than a rowboat and when they visualized the new queen of the inland waters, lying moored at her wharf, she seemed like a great Leviathan of a later day. The crowd was accompanied by "The First Lycoming Troop" and the "Lycoming Dragoons" arrayed in all the panoply of war and brilliant in their resplendent uniforms. Cannon were fired upon arrival of the boat and a general celebration such as had never been staged before in Lycoming County, was held.

There were a good many engineering difficulties to be surmounted in the building of the canal which, for those days, were seemingly almost insurmountable. Locks had to be built to raise or lower the waters from different levels and aqueducts were constructed at frequent intervals where the canal had to be carried across rivers or streams. At one point on the old Union Canal a tunnel was cut through the mountains through which the canal was run. The most ambitious project was on the mountain at Holidaysburg.

The canal was built westward to this point, but there the Allegheny mountains rose as a seemingly impenetrable barrier to further progress. The canal was continued on to Pittsburgh from Johnstown on the western side of the mountains and, in order to get the boats over the top of the range, a portage railroad was built on which the boats were loaded, carried up an inclined plane to the top by means of steam power and then let down on the other side in the same way. These boats were constructed in three sections and when one arrived at the foot of the plane, a car was let down into the water immediately under the first section, that part of the boat lowered on to it and then carried to the top of the mountain where it was placed on another car and let down again in the same way as it had been brought up. Then followed the other sections. This transfer was accomplished without unloading the boats or disturbing the cargo.

There was a good deal of political chicanery going on at Harrisburg in the days in which the canal was built and there was much wire pulling by the conflicting interests.

The West Branch Canal was one spoke in the political wheel, the hub of which was at the state capital. Every political change at Harrisburg necessitated a corresponding movement in every part of the periphery of this immense wheel. Tunison Coryell, of Williamsport, was one of the most ardent advocates of the building of the canal in this section of the state and he was a lobbyist of the most skillful type and ever on the alert in the interest of his pet scheme.

The building of the West and North branches of the canal was vigorously opposed by those interested in the Juniata and Western divisions, but the adherents of the two branches were able to prevent any appropriations for the West that did not include the branches. Mr. Corvell attended twelve sessions of the legislature at his own expense in the interest of the West Branch Canal. During the sessions of 1831-1832 the appropriation failed and this aroused so much indignation that Mr. Corvell and his associates immediately got busy with petitions and remonstrances and aroused so much sentiment that Governor Wolf was compelled to call an extra session of the legislature. Mr. Coryell was on hand for this meeting and succeeded in having the appropriations passed and within one hour of the signing of the bill by the governor was on his way to Williamsport, announcing the result on the way. This appropriation enabled the work on the canal to be begun.

The chief engineer in the work of building the local branch of the canal was Robert Faries, who also had charge of building the Williamsport and Elmira and the Sunbury and Erie railroads. He lived in Williamsport and built the castellated home which formerly stood in Way's Gardens and was afterwards purchased by the late John White, a prominent lumberman of his day.

At every street crossing within the towns and at country roads bridges were necessarily erected to cross the canal. Some of these were quite high and others so much lower that there was barely room enough for a packet or empty freight boat to clear them because the craft stood so high out of the water. Whenever one of these low bridges was approached the warning cry, "low bridge", was sounded, whereat all the passengers or boatmen either sought safety below decks or ducked their heads low until the danger was passed. These bridges were unsightly and difficult to cross on account of their height and they were finally supplanted within the town limits by swinging bridges. These were built on a level with the street and pivoted on one side of the thoroughfare so that when they were hit by the bow of a passing boat they swung around to one side and allowed the craft to go through. The bridge then swung back to its original position automatically and locked itself in place.

It was great pastime for boys who happened to be in the neighborhood when a boat approached to get on the bridge and swing around with it and oftentimes to jump aboard the boat and ride to the bridge at the next street. Another great occasion for the boys was when a watermelon boat arrived. In season a boat would reach Williamsport with a cargo of watermelons alone. In unloading the melons were rolled down a gang plank on to the wharf and every now and then one would roll off and break. These melons, by common consent, belonged to the boys and they were not slow to avail themselves of their

privilege.

The tolls on the old canal amounted to a considerable sum and these and the charges for locking were the only revenue the state derived from the canals. The toll house in Williams-

port stood at the canal and Academy Street.

A walk down Canal Street, where the canal formerly ran, reveals many old buildings that formerly played an important role in the days when the old waterway occupied the center of

the stage as a means of transportation. Notable among these is the old Weaver warehouse at the corner of Canal and Court streets. This was an important wharf in the days when the canal was in its ascendancy and many a valuable cargo, consigned to foreign ports, was loaded at this famous old warehouse.

Some old way bills show that tolls as high as \$150.00 were paid for a single boat at Northumberland alone, but the actual cost of operating a boat was not very great. The running expenses consisted principally of feed for the motive power and the wages and board of the crew and, as the latter ate at the same table with the owner of the boat, the feeding expenses were reduced to the minimum.

The passenger service of the packet boats was maintained at the highest standard and those still living who traveled by this means speak in the most enthusiastic terms of the conveniences and attention shown them. To those who are wearied with the rush and bustle of modern life, with all its annoyances and vexations, its exactions and demands, a ride on a packet boat, with all its opportunities for rest and recreation, its enjoyment of ever-changing pictures of nature in its gentlest moods, would come like a taste of paradise.

The names of the two packet boats that plied between Williamsport and Northumberland in the days when the canal was in its glory were, the "Reindeer" and the "Clinton," the latter, no doubt, named after the builder of the Erie Canal. The Clinton was commanded by the late Captain D. B. Else and both of these boats are described by old canalmen as floating palaces.

The interior of a packet boat was arranged with two large rooms, one used as a lounging room and furnished with chairs, tables and comfortable couches. It was also furnished with hanging and table lamps so that one could read or sew as comfortably as if at home. The other was the dining room in the stern of the boat and was furnished as completely as the most luxurious rooms of like character in the most pretentious houses

of the day. The tablecloths and napkins were of real linen, the glassware of the best and the knives, forks and spoons of sterling silver. All in all the boats were furnished and equipped with all the luxury of a modern hotel.

The berths, in which the passengers slept, were arranged not unlike those in the present day Pullman cars, being folded up against the sides of the boat during the daytime and let

down and made up into beds at night.

Another of the famous commanders of these boats in the days when they rode the waves in all their glory, was Captain Philip Shay, of the good ship, "Philip Shay," which plied between Northumberland and Baltimore. Captain Shay was the father of Edward Shay, so long identified with the banking and financial interests of Williamsport, and fully maintained the best traditions of the inland seas in his courteous bearing and gentlemanly character. His boat, besides carrying passengers, also brought oysters to points along the canal from Havre de Grace to Northumberland.

The packet boats had a capacity of about 300 passengers when fully loaded but this number was rarely carried. Half that number was considered a very satisfactory booking. Each of the boats had a horn with a peculiar sound and when one approached a lock, the horn was sounded and this often occasioned a scrambling among the freight boats which had reached the lock first and sometimes resulted in a fight between the captain of the freighter and the lock tender as to which was really entitled to the right of way. Bare fists were the only arguments which the canal knew and they were brought into play on the slightest provocation.

All parts of the state could be traveled in these packet boats as the canals ramified into every section. One could go from Williamsport to Harrisburg, there transfer to a boat on the Union Canal which ran over to Reading, or transfer at North-umberland and go up the North Branch to Wilkes-Barre. Or from Reading one could run down the Schuylkill to Philadel-

phia. The Union Canal between Harrisburg and Reading had eleven locks within a distance of one mile so that progress here was as slow as the proverbial tortoise, but this was of no especial moment in those days. People were never in a hurry and if the truth were known it is entirely probable that they accomplished just as much and got far more out of life than those of us of the present day who are constantly on the go to get somewhere and when we get there often find that all the rush was for nothing.

After the packet boats ceased to do business on the West Branch, the "Reindeer" and the "Clinton" were taken over to the North Branch, where they were used until, in the parlance of the canal, they "died" between Standing Stone and Towanda.

One of the outstanding men in the old canal days was James Fagles, more familiarly known to his friends as Captain "Jim." Captain Fagles was a long, lanky specimen of physical manhood, nearly seven feet tall and of enormous strength. He was known as a fire-eater and would fight at the drop of the hat, vet. withal, was never known to have started a quarrel. It was a bold man indeed who would ever run afoul of the righteous anger of Captain "Jim" Fagles. He had been a stage coach driver beteen Liberty and Trout Run on what is now the Susquehanna Trail, before the advent of the canal, and no more dexterous "whip" ever flecked the reins over a four-horse team. Coming down the mountain from Liberty where the grade is the steepest he would put his horses on the run and swing around the sharp curves at a hair-raising gait that kept his passengers constantly on edge but he never met with an accident.

When the canal was started Captain Fagles worked on it with a shovel and helped dig that portion of it from Williamsport to Lock Haven. After its completion he became a freight boat captain and was subsequently promoted to the command of the "Reindeer" and made the last trip ever made by a packet

boat on the old West Branch Canal between Williamsport and Lock Haven.

Thus Captain "Jim" was among those present at the birth of the famous waterway and was in at the death. He was a splendid type of the rugged courageous set of men who made the canal a possibility and fully maintained the high traditions of his calling. These men have passed on even as the old boats they commanded have succumbed to the demands of modern civilization, but while they lived they were splendid types of American manhood, clean-cut examplars of honesty, integrity and loyalty to their chosen work.

It must be remembered that most of the business on the old canal was that of freighting. Every little town along the waterway had its quota of freight boats. During the heyday of its ascendancy there were one hundred boats in the little village of Montoursville alone and others were owned in the various towns in proportionate numbers. Muncy was a famous boating place and a boat building yard was located at Port Penn and here some of the staunchest boats on the canal were turned out.

The freight from Williamsport and Lock Haven consisted principally of lumber but on the return trip the cargo was made up of whatever miscellaneous goods could be picked up, salt, groceries, coal, furniture, whiskey, and, indeed, all the things that are now transported by rail.

Oftentimes a boat would take a load of freight down as far as Harrisburg and there it would pick up a load of a different kind and proceed to Baltimore. The Baltimore boats would be taken in tow at Havre de Grace and towed down the Chesapeake Bay to the city. These tows generally consisted of a dozen or fifteen boats as the cost was too great to permit of them being towed singly. Frequently they would encounter fierce storms and a whole tow of a dozen boats has been known to have been lost while trying to negotiate this short distance of about twenty miles.

Sometimes a boat would pick up a cargo at Harrisburg for Reading and here another one for Schuylkill Haven and so on over to New York and up the Hudson to Albany. Indeed boats have been loaded at Williamsport with lumber billed through to Buffalo by way of the West Branch Canal to Harrisburg, thence through the Union Canal and down the Schuylkill to Philadelphia, thence by tow up the Delaware River to Bordentown, N. J., thence through the Delaware and Raritan Canal to New York and again up the Hudson River by tow to Albany and thence over the Erie Canal to Buffalo. This was called by canal men making the trip around the world.

Practically all the men who commanded the freighters owned their own boats and thus each man was a capitalist in his own way and was usually possessed of a keen business acumen and some of them accumulated a fortune for those days.

The pleasures of canaling are repeated in this generation in the use of the houseboat, which is only a modern packet boat furnished possibly a little more luxuriously and with, perhaps, more conveniences, but a sojourn on one of these boats for a little while is a delightful way of spending a vacation and is an illustration of the fact that all of us like at times to get back to living in the old way and enjoying the pleasures that were common to our ancestors.

It is also somewhat of an irony of fate that the canal is again coming into its own and the day is not long distant when freighting on these inland waters will again become common and it is easily within the range of probability that, with the deepening and widening of these canals, the old packet boat may see a resurrection in the form of steam vessels which will shoot on from point to point almost with the rapidity of the railroad. Certain it is that no one will attempt to retard this return to the old ways and the old customs.

The old canal was a long stride in advance. It came to fill a demand that could not be resisted—for adequate means for the transportation of the growing commerce of the Commonwealth

and in this it succeeded. It was a wonderful piece of constructive engineering for those days and while it lasted it functioned to the satisfaction of all those who desired to use it.

The canal has given way to more modern methods of transportation, even as it succeeded more primitive methods, and even as the modern facilities may some day succumb to still greater advancement and be thrown into the discard along with those which preceded it. The possibilities of the future are too great even to contemplate.

#### CHAPTER XLVIII.

# THE WILLIAMSON ROAD—THE SUSQUEHANNA TRAIL

BUILDING OF THE WILLIAMSON ROAD—A PIONEER PROJECT—OPERATIONS BE-GUN IN 1792—EXTENDED TO WHAT IS NOW BATH, N. Y.—STAGE ROUTE FOR SEVERAL YEARS—NOW A PART OF THE SUSQUEHANNA TRAIL—GREAT SCENIC HIGHWAY—WASHINGTON TO BUFFALO—THROUGH HISTORIC AND PICTURESQUE COUNTRY.

One of the most remarkable pieces of road construction ever attempted in this country and that, too, at a time when facilities for doing this kind of work were of the crudest character and most of it had to be done by hand, was the building of what was known as the "Williamson Road."

In the year 1778 a large body of land was granted by the state of Massachusetts to certain individuals on the Genesee river in western New York state. Among these grantees was Robert Morris of Philadelphia and he subsequently sold 1,200,000 acres of this land to Charles Williamson, who was in reality acting for Sir William Poultney of Bath, England.

At that time the limits of Northumberland county, of which Lycoming county was a part, extended to the line of New York state and adjoined the Morris and Williamson purchase. Williamson had located at Northumberland where he awaited the arrival of 500 colonists whom, he was advised, were being sent to America by Sir William Poultney.

At the time there was no road by which these colonists could reach the tract of land in New York state so Williamson set about to devise some way by which a road could be built through the wilderness. He applied to the legislature and it granted him the paltry sum of \$500 but with this as a starting point, he set about the work of construction. The colonists had arrived from England and he took them to the Loyalsock Creek to which point a road had already been built.

He used the men of the party to do the actual work of building, while the women and children followed on behind and encamped in rude shelters which were erected from time to time as the work progressed. The women did the washing, cooking and baking. In this way the road was constructed through Williamsport, up to Trout Run, over Laurel Hill and on to what is now Painted Post in New York state. Two brothers, Robert and Benjamin Patterson, who had rendered distinguished service in the Revolutionary war, and who were familiar with the country, acted as guides.

Operations were begun in May or June, 1792. An advance detail was sent ahead to erect log houses as depots for supplies and also as a shelter for the women and children. These depots were of a substantial character and were afterwards used as dwellings, notably the one at what is now Liberty, in Tioga County, which became known as the "Blockhouse" so called because when the building was torn down and rebuilt, the logs were sawed into blocks about the size of ordinary building stone. This "Blockhouse" subsequently became a famous hostelry.

The journey and work were of a very arduous character. The section through which the road ran was an unbroken wilderness, much of which had never been trodden by the foot of white men. Great trees had to be felled, bridges built and the road graded. It was a stupendous task for that day and would be no small job even at the present day.

The road was finally completed through to what is now the city of Bath, in the summer of 1796, and was a lasting monument to the genius and determination of Charles Williamson. Unlike so many enterprises of this character, funds were not lacking to facilitate the work. Williamson had back of him a very wealthy man and he furnished the means with which to complete the undertaking.

Williamson founded the city of Bath and became a very prominent man in his day. He instituted a number of attrac-

tive sport events at Bath, among them being a series of horse races, which attracted blooded stock from as far away as Kentucky, all of which were driven over the "Williamson Road". Williamson took the oath of allegiance and became an American citizen. After he had completed the work, he transferred the property to Sir William Poultney and sailed for the West Indies but was lost at sea.

The "Williamson Road" became one of the most important highways in the state, a great thoroughfare, and played an important part in the settlement of western New York. Stage coaches operated over it for a long time and today it is part of the wonderful scenic highway, the "Susquehanna Trail" which runs from Washington, D. C., to Buffalo, that portion of it in Lycoming County through a section that for the beauty and grandeur is unsurpassed by any other in the United States.

There is no section of the United States in which the scenery is more imposing and diversified than that of Lycoming county. High mountain ranges, lofty peaks, narrow gorges and overhanging rocks are interspersed with lovely valleys and long stretches of fertile farming land. It was the home and hunting grounds of the Andastes Indians, who were among the most enlightened of all the eastern tribes.

Through the heart of this section runs the famous Susquehanna Trail, universally conceded to be the most picturesque scenic highway in the eastern United States. Taking its name from the beautiful valley through which it passes, the trail is an unbroken ribbon of concrete four hundred and fifty miles long, connecting two of the most important places in America, the National capitol and Niagara Falls, the natural wonder of the western hemisphere.

From Washington the tourist may take one of two routes, either through York to Harrisburg or by way of Gettysburg, next to Valley Forge, the most sacred spot on the American continent. By either route the trail passes through some of the most beautiful scenery of a quiet character to be found in the





SCENES ALONG THE SUSQUEHANNA TRAIL IN LYCOMING COUNTY



state until it reaches the state capital at Harrisburg. North of here the character of the scenery changes entirely.

For fifteen miles the highway clings to the eastern bank of the Susquehanna River along the base of Kittatinny Mountains until it reaches the magnificent new concrete bridge at Clark's Ferry from whence an enchanting glimpse may be had into the Juniata Valley, famous in poetry and song. Here the road swings to the western bank of the river which is follows to Sunbury, passing through a country where pioneer history was made and fringed by beautiful hills all the way. At Sunbury the highway crosses again to the eastern side of the river which it follows to Williamsport.

At Sunbury may be seen the great bluff, known as Blue Hill, three hundred feet high which dominates the entire valley and is an imposing spectacle from any point of view. Crossing the river at Northumberland, the former home of Joseph Priestly, the discoverer of oxygen, the trail enters the gateway to the West Branch of the Susquehanna River Valley.

From here it proceeds through a country full of historic lore, the habitation of the best examples of the red men who ever lived in the eastern part of the United States, the home of Shilellimy, the over-lord of the five nations, and the celebrated Logan, who was a man of the highest intelligence and character.

Passing through Montandon, opposite Lewisburg, the seat of Bucknell University, and Milton, near which is the site of the old frontier fort, Freeland, the road reaches Muncy at the base of the Bald Eagle range of mountains. Just above here is the spot where the heroic Captain John Brady, the famous Indian fighter, was killed and a little farther on is the site of Fort Muncy, marked by a beautiful bronze tablet erected by the Lycoming Historical Society and Mr. and Mrs. Henry G. Brock.

Stretching a little further on, the trail reaches the borough of Montoursville, named for the son of Madame Montour, a celebrated half breed who had her village, Otstuagy, on the river just south of the present town and then on to Williams-

port.

Here the trail bends to the north following the beautiful Lycoming Creek to Trout Run at the base of the mountains, with towering peaks rearing their majestic heads to heaven. Up over the mountains the ribbon of concrete winds its way, passing through a section of extreme wildness and surpassing in beauty any scenery of like character in the United States. This strip of fourteen miles is the delight of tourists and all who have ever driven over it are loud in praise of its marvelous sublimity.

Emerging from the mountain fastness at Steam Valley the trail follows the old Williamson Road, built through an unbroken wilderness in 1798, until it reaches Liberty, the site of the famous block house station used by the builders of the Williamson Road and which is also marked with a tablet erected by the Wellsboro chapter of the Daughters of the American Revolution.

The trail then passes through valleys nourished by the beautiful Tioga river, runs on north through Blossburg, Mansfield and Tioga until it reaches the New York state line where the valleys are wider and the country more rolling. Thence on to the finger lakes, shimmering in the sun. Painted Post is on the line, a place celebrated in the early history of the section through which the highway passes. Here in 1791 a conference was held with the representatives of the Five Nations and Colonel Pickering, growing out of the treaty of Fort Stanwix, entered into in 1784. And here Red Jacket made one of his famous addresses. The remains of the Indian village may still be seen at the "Post."

From here the trail swings to the northwest through a bolder section until Williamsville is reached where the road branches, one trail leading to Buffalo and the other to Niagara Falls.

The trail is especially beautiful in the fall when the mountains and hills through which it runs are clothed in their garb of russett, crimson and gold foliage, presenting a picture unrivaled for either bold or quiet beauty.

#### CHAPTER XLIX.

# EARLY RIVER AND LAND TRANSPORTATION— STREAMS—ISLANDS

INDIANS METHOD OF TRANSPORTATION—THE CANOE—THE BATEAU—SKIFF—FLAT BOATS—KEEL BOATS—BARGES—ARKS—CANAL BOATS—PACK HORSES—SNOW SHOES—DRAG—SLEDGE—WAGONS AND STAGE COACH—STREAMS—BAILEY'S ISLAND.

Having no domesticated animals, the Indians at first transported their possessions from place to place on the backs of women or prisoners, who laboriously trudged along the rude paths leading over the rocky hills and swampy vales, wading through icy cold or swiftly running streams, the while testing their powers of endurance to the utmost.

But in time they came to avail themselves of the streams and rivers so far as possible for this purpose. They made various contrivances which would float on the water and serve as carriers. At first these were only rude rafts made from dry pieces of dead trees, but the clumsiness and inconvenience soon led to the adoption of hollow vessels as they would float much easier. This was long before the coming of the white race. Indeed, this kind of craft dates back to the prehistoric age.

The most primitive form of floating vessel among the aborigines of which we have any knowledge was the "skin tub", one of the rudest and most awkward of all the inventions to alleviate the burdens of travel. It consisted of a skeleton formed of flexible poles, lashed together with bark, roots, withes, rawhide or some other suitable material and then covered with the hide of some large animal sewed together with the sinews of the deer. Sometimes a single skin; at others, several were required to complete the vessel. The hair was

left on the outside and soon wore off. These skins were smoked and oiled to preserve them and at night were taken out of the water and inverted for use as a shelter from the storm. The form was generally almost round and the woman while paddling stood at one side of the bow and by dexterously reaching ahead, drew the vessel forward by a peculiar sideway stroke. This vessel was the canoe in embryo and gradually was evolved into the long narrow shape with sharp ends, as found among all savage nations today.

The wood canoe is of ancient derivation and signified a hollow stem or tube. As produced by the most skillful of the aboriginal Indians, the canoe was a work of art in which all the requirements of buoyancy, speed and convenience were duly considered and the craft constructed on correct principles. In those days long portages were frequent and the canoes were built as light as possible so as to be readily taken from the water and carried upon the shoulders over mountains and valleys from the headwaters of one stream to another.

The bark canoes of the Iroquois were from twelve feet in length, carrying two men, to forty feet in length, with a capacity for thirty men, or even larger dimensions. The standard approached in bark canoes designed for extended expeditions was a capacity of two tons. The bark of the birch was preferred on account of its being less liable to warp. Cedar was chosen for ribs for strength and lightness and maple for paddles because of its toughness. This, with a stout pole to assist

over swift water, completed the outfit.

The dug-out, or log canoe, finds its origin in the obscurity of the unrecorded past. It was mainly of two classes; oak, ten feet long with square ends and twenty feet long with both ends sharp. Among the aborigines these log canoes were produced as follows: After selecting a suitable tree near a stream, it was felled by building a fire at the roots and removing the charred wood from time to time until it was burned off after which the outside was brought to the desired shape and the in-

side dug out by the same successive burning and gouging. The work was accomplished by means of stone axes, gouges and other celts the use of which afforded such an enigma to many people of the present day. The art of construction, as well as navigation, was soon learned by the white adventurers, who, with their iron tools and mechanical skill, simplified the construction of these vessels and soon increased their numbers and they are used down to the present day.

It has often been a matter of wonder how the Indians on their raids could cross large streams during high water and suddenly appear in frontier settlements to kill and destroy and as quickly disappear beyond the reach of their pursuers. This can be explained by the fact that they kept many canoes sunk beneath the water at points well known among themselves and prepared for just such emergencies. This trick was soon learned by the whites and they, too, would hide their canoes by day and stealthily paddle along at night.

When heavily laden in later years, canoes were generally managed by two persons, one at each end, who placed their iron-pointed setting poles at the bottom of the river against which they threw their whole weight and force, thereby propelling the canoe forward, often making as high as twenty-five miles a day against the current.

The bateau was of French-Canadian origin. It was hauled overland and used on the Susquehanna river at an early day but was never in much favor on account of the difficulty of making repairs. It was a light boat, long in proportion to its width and wider in the middle than at the ends. A common standard of capacity was two tons, which required a crew of not less than three men. It was made of sawed lumber.

The skiff, as it was known to the early pioneers, was a Connecticut invention, and supplanted the canoe at about the same time as the bateau and was really a diminutive vessel of similar type. The introduction of oar locks, whether pin or swivel, as well as the multitude of patterns used on every stream, were

only modifications of the bateau and required little skill to manipulate so that a canoe man, whether white or Indian, looked upon such effeminate contrivance with supreme contempt.

Flat boats were of various sizes and designs and designated by several names, among which was "broad horn." Many of them had large steering oars, hung on fixed pivots, braced out some distance from the sides by which these cumbrous contrivances were managed. They were about sixty feet long, eight feet wide and two feet deep and when loaded drew about twenty inches of water. The stern and bow were sharp on which were sometimes erected small decks.

The keel boats were built like the hulls of modern canal boats and would carry an average of thirty tons. They were propelled by sails or oars pushed by poles and towed by horses, which walked along the shore as they made voyages up and down stream. When they made regular trips they were a great convenience in their day for passengers as well as freight. At first passengers were compelled to land every night and lodge at the most convenient farm house, every man's house in those days being open for the entertainment of wayfarers.

On the West Branch of the Susquehanna long covered barges, carrying, perhaps, a thousand bushels of grain, manned by a captain and crew of eight, were floated from the upper valleys down to Columbia. It was a light task to drift southward on swift water rolling seaward, but the homeward journey up stream was insufferably laborious and tedious. Four of the crew on each side of the barge pushed its slow length along by a continuous thrust of iron-shod poles against the river bottom. About five days were consumed from Williamsport to Columbia, while the trip back occupied about fifteen. These boats were often provided with a cabin and cooking quarters in which the crew and passengers slept and ate. Many of these vessels were in use on the West Branch of the Susquehanna and pioneer settlers availed themselves of this means

of bringing their families and belongings up the river to their new homes in the wilderness.

An ark was a short raft or flat boat with a sort of peak or horn built out from one end, on which a steering oar was swung between two pins or pivoted upon a single pin. The stem of the oar extended over the end of the boat and was manipulated from a footboard across it. The use of arks on the West Branch dates back to the year 1795. They had a large capacity and were used for the transportation of merchandise down the river and back.

It is estimated that in the year 1826 nearly five million dollars worth of merchandise passed down the Susquehanna River to market and indeed the ark was continuously used down to the time of the coming of the canal boat and for many years after.

Then came the canal boat and river navigation ceased.

The most ancient mechanical contrivance for easing the burden of land travel was the "burden strap." It was commonly worn around the forehead and lashed to a litter born on the back. It was usually about fifteen feet in length and braided into a belt in the center, three or four inches wide. It has been shown by experiments that a man could carry 120 pounds in this way and make eleven miles a day while a horse could carry 350 pounds and make twenty miles a day. This method of transportation was used by the Indians and early settlers on the West Branch but not to any considerable extent.

Pack horses and bridle paths followed closely on the burden strap and Indian trail. At first women sat astride the horses and held their little children in front of them as they worked their way tediously along contesting every step with the overhanging boughs. Then came side saddles for women and pack-saddles for burdens. The rude pack-saddle, resembling a sawbuck, as devised by the Indian, has never been excelled in practical usefulness and was used on the western plains down to very recent times. The pack horse was used for transporting

iron made in the furnaces of the West Branch valley at an early day.

Snow shoes were made by using a rim of hickory, bent round with an arching front, and brought to a point at the heel. It was held in place by cross pieces, all of which constituted a frame, upon which was a deer skin network with meshes about an inch square. Upon this the foot was lashed with thongs. The Iroquois snow shoe was about three feet in length and sixteen inches in width. After getting used to them as much progress could be made in a day as on bare ground.

A drag or travail was sometimes made of two poles, between which was woven a wicker mat upon which the burden was placed. Among the Indians the drag was drawn by women, but the white man used horses for this purpose.

The sledge was a tree crotch, with a horse hitched to the apex. It was calculated for a heavy burden under favorable circumstances.

Next came the wagon and the stage coach and finally the automobile.

There are many tributaries to the great stream which passes through Lycoming County, several of them so large and discharging such a volume of water, as to be classed in the category of rivers.

Beginning at the eastern, or lower, end of the county at Montgomery, there is the stream flowing out of Black Hole valley known as Black Hole Creek which is large enough to run a grist or saw mill. The great Indian trail, the Shesehequin, passed up its most northern tributary, Spring Creek.

From the crest of the Muncy hills flows a small stream in a northwesterly course until quite near Muncy Creek and then parallel with it and finally empties into the river some distance below. It has been known from the earliest times as Glade Run. The town of Muncy is built on its banks and Fort Brady once stood quite near the bend not far from Muncy Creek. Tradi-

tions of silver deposits along this stream handed down from the aborigines have failed to materialize.

The principal tributary flowing through this portion of the valley, and one possessing the most historic interest is Muncy Creek. The name is a transition from the name of the Monsey Indians. It was crossed in 1742 by the Moravian missionary Zinzendorf and his party and some of them came near drowning in its turbulent waters. It heads in Sullivan county and is a stream of no mean proportions.

From the northwest, a short distance above the mouth of Muncy Creek flows a small stream called Wolf Run, probably so named from the fact that wolves were here a little more plentiful than elsewhere. The stream empties into Muncy Creek quite near its confluence with the river. It possesses a peculiar interest because of the murder of Captain John Brady, one of the most illustrious of the early pioneers, who was ambushed and shot by Indians near the bank of the stream on April 1, 1779.

Near Hall's Station on the Reading Railroad flows a stream that empties into the river near Hall's island, once called Mingo Run but now known as Carpenter's Run. On a bluff near the mouth of this stream once stood Fort Muncy, one of the most important fortifications of Colonial and Revolutionary days.

A little westward flows the Twin Run, formed by the junction of Margaret Run and Mill Run. The main stream was formerly known as Farmer's Run and before that as Burn's Run.

West of this flows Rawle's Run. This stream flows into the old canal bed just below Rawle's lock. It formerly emptied into Spring Island gut but upon the construction of the Pennsylvania canal was diverted into that channel.

Next comes Lycoming Creek with its near tributaries East and West Mill Creek. The name of this stream was taken from the Indian, Lawisaquick, signifying "middle creek", that is a stream flowing between two others. It rises in Sullivan county and at its lower end assumes the proportions of a small river.

A little less than a mile west of Loyalsock flows a small, sluggish extremely crooked stream, that takes its rise among the hills to the north and was formerly known as Bull Run. It formed a drainage outlet for the swamps that formerly existed in that neighborhood. It was on the banks of this stream that James Brady, a son of Captain John Brady, was killed by the Indians on August 8, 1778.

About a mile westward flows a stream, small in volume, but possessing an historic interest reaching far beyond the knowledge of the white race. It is known as Miller's Run. Up this stream passed the great Sheshequin Indian trail, a path of remote antiquity leading from the southern country through Loyalsock Gap, thence through the present Blooming Grove valley to Lycoming Creek where it intersected the main trail to the Indian seat of government in the north.

The next stream is a small affair known as McClure's Run which derives its chief interest from the fact that it forms a portion of the eastern boundary of Williamsport.

A short distance further west flows a narrow tortuous stream that goes almost dry at certain times and at others becomes a raging torrent. Its course lies diagonally across the eastern portion of the city and until it was inclosed as a sewer frequently caused serious floods in the city when it went on a rampage. It is known as Grafius Run.

The small stream flowing down Cemetery Street at the point where it crosses West Fourth Street, marks the site of the terrible "plum tree" massacre of July 8, 1778. It has no name.

The next stream of importance is Lycoming Creek. The name is taken from the Indian, Lacomick, signifying a stream of sandy bottoms. The Moravians called it the Limping Messenger. It is a very beautiful, picturesque body of water flowing from Bradford County in a southerly direction through a narrow valley lined by high mountains on both sides on its up-

per reaches and empties into the Susquehanna river at Newberry.

A short distance west of Lycoming Creek is a small stream known as Dry Run, on account of its going entirely dry during the summer, although it was doubtless a stream of some importance in the early days.

The next stream possesses larger volume but at best is only a small run which drains the hills to the north of it. It is known as Dougherty's Run.

Moving on westward we come to one of the most important streams in the county from an historical standpoint, as it has perpetuated the aboriginal name for the Long Reach on the main river. This is the famous Queneshougheny Creek and on its banks there was once located the Indian village of Tasquamingstown.

Immediately west of the rocky bluff that here overhangs it we come to the succession of alluvial terraces along the river, known as the Level Corner, which is drained by three small, sluggish streams known as Big Glen, Little Glen and Pine Run. The last named is the largest and most important of the three. This was the point near which Braton Caldwell, the famous Fair Play man, had his cabin.

The next stream is the romantic Larry's Creek, a beautiful stream that lost its aboriginal name to take that of Larry Burt, an adventurous Irish trader who settled at its mouth about the year 1770 with his Indian wife. His mythical half-breed daughter, Katherine, figures as a heroine in a historical romance written by Charles McKnight of Pittsburgh, entitled "The Brady Brothers."

Pine Creek, the meaning of which is obvious, forms part of the boundary line between Lycoming and Clinton counties and is another miniature river. It was the Tiadaghton of the Five Nations and was the cause of a long drawn-out dispute between the proprietaries of Pennsylvania and the Indians. These are all the streams of any importance that flow into the West Branch of the Susquehanna river from the north.

Passing to the south side of the river and retracing our steps from the west we first come to the celebrated Antes Creek, named for Lieutenant Colonel Henry Antes, who settled at its mouth at an early day and erected a log stockade known as Fort Antes. It takes its rise in a very large, deep spring about two miles from the point where it debouches into the river on the border of a remarkable limestone basin, known as Nippenose Valley.

Moving eastward from here we come to Big Run which drains the broad plateau at the upper end of the Susquehanna Bottom which stretches down to the river.

Across the middle of this bottom flows a stream which has lost its name, but is often called Armstrong's Run, and sometimes De Sanges' Run, after settlers who lived near it.

Further down, along the lofty ridge that skirts the river, separating the Susquehanna Bottom from the one below and nearly opposite the mouth of Lycoming Creek flows a rapid stream of much volume from which the city of Williamsport gets part of its water supply. This is Mosquito Creek. Andrew Culbertson built a mill at its mouth as far back as 1773 and down it passed the famous Indian trail afterwards known as the "Culbertson Trail."

About a mile below this a small sluggish stream which is the outlet of a large spring empties into the river and a short distance further down is another one known as Deep Run. Both are small and unimportant.

We next come upon a rapid stream of about the same volume as Mosquito Run, though less unfailing and also part of Williamsport's water supply. It is known as Hagerman's Run and flows through the lower end of the borough of South Williamsport.

Near the lower end of the Williamsport Bottom is a small stream known as Gibson's Run and further down the last stream on the south side of the river in Lycoming county comes rushing down the mountain in a torrent. It is without a name but is used by the Pennsylvania railroad as a water supply.

The islands lying within the main channel of the West Branch of the Susquehanna river in Lycoming county are composed of a gravel foundation upon which has been accumulated a body of sand or clay, sometimes several feet in thickness.

The first island of importance west of the Muncy Hills is now entirely washed away. It was known as Lawson's island. It originally contained about seven acres and at one end was a shad fishery. It was located about two miles above the mouth of Black Hole Creek.

A body of land of this character was recorded at an early day as Wallis' Island, afterwards Hall's. It comprises a group lying midstream opposite the old Wallis mansion now owned and occupied by Henry G. Brock.

The next island possesses considerable historic interest on account of its size, location and former ownership. It lies in midstream a little below the mouth of Loyalsock Creek and has been known from the earliest times as Race Ground Island. The name is obtained from the swift rush of the water between the island and the mainland, particularly on the side next to the Bald Eagle mountain. It was always a dangerous place for raftsmen and required skillful piloting to escape being wrecked on the bar at its head.

About a mile above the mouth of Loyalsock Creek lies a body of land containing about ten acres known as Canfield island. It lies opposite the Mouth of Bull Run and formerly afforded an excellent harbor for saw logs.

From a point nearly opposite Canfield's Island and quite near the southern shore of the river there is a chain of small islands extending nearly up to the Pennsylvania railroad bridge which were once farmed profitably. One of them was called Gobin's Island, for reasons not known, and another was owned by a Williamsport colored man who cultivated choice melons and sweet potatoes for the city's former inhabitants in the days before the Civil war.

The island upon which rests one pier of the Pennsylvania railroad bridge is known as Grafius Island and it, too, was formerly cultivated.

There were two islands just above the Williamsport dam in the river at an early day but these are now entirely washed away. One was known as Low's Island, being named for the man who owned it, and the other was known as Hepburn's Island. Both were formerly cultivated.

Just west of the mouth of Mosquito Run there was formerly a small island known as Goose Island, so named because of the fact that when everybody kept geese, these fowls resorted to the dense thickets of willow that fringed the island where they hatched their young.

Just above the Level Corner there was once a very fertile island which was long cultivated known as Crane's Island, but little of it is now left.

Next we come to the last, largest and most important island in the West Branch of the Susquehanna river within the limits of Lycoming county. It lies opposite Jersey Shore, between that borough and Antes Fort, and contains about 120 acres of the choicest kind of sand and clay loam. The public road from Jersey Shore to Antes Fort crosses it and divides it into two farms. It is known as Bailey's Island and the aborigines once occupied it in large numbers and left their implements and fireplaces in great profusion especially at the upper end.

### CHAPTER L.

# INDIAN TRAILS—FRONTIER FORTS.

THE FIRST TRAIL BUILDERS—SUNBURY THE CENTRAL POINT—NUMEROUS INDIAN TRAILS—INDIAN TRAILS FOLLOWED BY THE WHITE MAN IN BUILDING ROADS—NECESSITY OF FORTS—FORT AUGUSTA—FORT FREELAND—CAPTAIN JOHN BRADY'S STOCKADE—FORT MUNCY—FORT ANTES—FORT HARRIS AND FORT HALL.

The wild animals of the forest were the first trail builders. They made paths through the wilderness leading to water or other places to which they wanted to go and were the original civil engineers.

The Indian followed the paths of the wild animals and supplemented their work. He traveled by the nearest routes,

adopting those made by the animals.

The white man trailed along in the path of the Indian and built his roads and highways, following in the wake of the red man. The railroads were built adjoining the highways and contiguous thereto. The aborigines possessed a remarkable knowledge of localities and the paths located by them were nearly always the shortest distances between given points.

In the West Branch valley Sunbury was the central point from which most of the Indian trails diverged. One of the most important of these left the river at a place a short distance above Milton, passed thence to White Deer valley and followed this to Elimsport and over the mountain into Nippenose valley and crossed another mountain to Great Island below Lock Haven, thence up Bald Eagle Creek to Milesburg. It then passed over the mountain to Clearfield and on to Kittanning.

Another path followed the former to the mouth of White Deer Hole Creek and thence to its confluence with Spring Creek. It then took a course over the Bald Eagle mountain to Mosquito Creek and down this to the river where it crossed over to French Margaret's town. From here it passed up the valley of Lycoming Creek until it reached the mouth of Towanda Creek which it followed to Tioga Point. This was one of the most important of the network of Indian trails in the valley, part of it being used by the Moravian missionaries on their way up Lycoming Creek. It afterwards became known as the "Culbertson Trail" and was used by the white inhabitants of White Deer Valley in bringing their grain to the Culbertson mill which was located on the river at the mouth of Mosquito Creek. This trail is still plainly marked on the mountain.

Another important path left the river a short distance above Milton, struck into Black Hole Valley then followed Spring Creek to the gap in the mountain opposite Montoursville. From here it followed the river up to the mouth of Miller's run below Williamsport and thence up that stream and through Blooming Grove until it joined the path up Lycoming Creek below Hepburnville. This was known as the Sheshequin Trail and portions of it are also still visible. This path was much used by the raftsmen of the lumber days in returning on foot from down-the-river points to where they had floated their rafts.

Another trail known as the Wyoming, left the Warrior Spring at Port Penn near Muncy, passed up Glade run and then over the hills to Fishing Creek and on to Wyoming where it met another trail running up the North Branch of the Susquehanna.

The great Wyalusing trail left the Warrior Spring and then followed Muncy Creek up to Dushore and on to Wyalusing at the northeast corner of Sullivan county where it was joined by another trail leading north.

Perhaps the most important of all these trails was the one leading all the way up the river from Sunbury, passing through Milton, Muncy, the Indian villages at Montoursville, through Williamsport, and on up through Linden and Jersey Shore to the Great Island near Lock Haven. Here it met other divergent trails which led in all directions.

The foregoing were the principal Indian paths which traversed what is now Lycoming county, but there were many others of lesser importance, cross trails and short cuts, which intersected the other trails and enabled the Indians to reach safety when the main paths might be threatened by hostile bands.

Most of these trails were followed at least in part by the white man when he began to lay out roads and build highways. The instinct of the red man had blazed a way for him to follow.

Shortly after settlements were effected in the West Branch Valley which began as early as 1765, it was found necessary to erect forts at different points where small bodies of men were stationed to guard the settlers. On an alarm being given that hostile Indians were approaching the people fled to these forts with their families for refuge and protection.

The most important of these fortifications was Fort Augusta at Sunbury, which was the general rallying point for the entire valley. Some of these forts were built by authority of the province and others by private individuals for their own protection and that of their immediate neighbors.

Several of the frontier forts were built within the borders of what is now Lycoming County and others close to the line. One of the earliest of these was Fort Menninger, near the river at the mouth of White Deer Creek in Northumberland county. This was built at the Widow Smith's mill and was in the shape of an irregular triangle, the fort forming the apex, the mill one base of the triangle and a small stone house belonging to Mrs. Smith, the other. In 1776, a gun factory was added which turned out many weapons for use in the Revolutionary war.

Another important defense was Fort Freeland, on Warrior Run, just across the line in Northumberland county. During the Revolutionary war it was attacked by a large force of British and Indians and the garrison compelled to surrender, after which it was burned. A small force of settlers who were

hurrying to the rescue afterwards engaged the British and Indians and about twenty-five of the former were killed, including Captain Hawkins Boone, who lived near the corner of the present West Fourth and Rose streets. The remainder escaped.

In 1777 Captain John Brady erected a stockade around his dwelling house, which was quite a pretentious one for that period. It stood near Glade Run in what is now the borough of Muncy and was built by digging a trench four feet deep and setting therein logs side by side filling in with earth and ramming down so as to make them solid. The logs stood on end and were twelve feet high from the ground with similar timbers running transversely along the top to which they were pinned, making a solid wall. Loopholes were cut at frequent intervals through which the besieged could shoot. This fort was one of the most formidable of those erected by individuals and served as a refuge for Brady's neighbors on more than one occasion.

The most important of these forts erected within the borders of what is now Lycoming county was Fort Muncy, which was built by military authority in 1778 after the "Big Runaway," under the direction of Colonel Thomas Hartley, the actual work being done by a company of soldiers under the command of Captain Andrew Walker. Fort Muncy was located at the deep cut of the Reading Railroad, just above Hall's Station. The necessity for this place of refuge had been strongly urged by Samuel Wallis, the great land king, who lived nearby and by other settlers of prominence in the neighborhood. It was a strong strategic point, midway between Fort Augusta and the farthest settlement up the river, and occupied an important position for the defense of the valley, both above and below it and was a good place from which to support scouting parties from the West and North and from which passes through the Muncy hills to the Eastward could be covered by strong supporting bodies, but the country lacked men and means to do this at the most critical times.

Fort Muncy stood a few hundred yards in front of the old Samuel Wallis mansion which was erected in 1769. The fort was on a rising piece of ground, near a spring, and a covered way led from it to the spring as a protection for those going for water. The bastions were built of fascines and clay and the curtains were protected by a stockade similar to that of Fort Brady in which the quarters of the garrison were placed. It mounted two small cannon.

Fort Muncy was destroyed by the Indians at the time of the "Big Runaway" as were Forts Brady and Menninger. Shortly after the return of the settlers Colonel Daniel Brodhead was ordered up from Fort Augusta with 150 men to rebuild the fort and protect the settlers while gathering their crops. After the cessation of Indian hostilities the fort was allowed to fall into decay and there is nothing now to mark the spot where it stood except the spring referred to and a tablet erected by the Lycoming Historical Society. The Susquehanna Trail passes within two hundred yards of where the fort originally stood.

Another important fortification was that known as Fort Antes, which was situated near the river at the mouth of Pine Creek opposite Jersey Shore, at what is now known as Antes Fort on the Pennsylvania railroad. It was built in 1778 by Lieutenant Colonel Henry Antes, who was a very prominent man of his time both in civil and military life and who rendered distinguished service in fighting Indians and in the Revolutionary army. The fort was situated on a high plateau and it was an important point for scouting parties to keep the path open to Fort Muncy and up Pine Creek. For a time it maintained a garrison and it is supposed it had one mounted cannon from the fact that at one time a cannon ball was found near the fort. At the time of the "Big Runaway" it was defended by Colonel Antes in person, but as the authorities considered it unsafe to continue its defense, he was ordered to evacuate it and take refuge at Fort Augusta which was done. The Indians tried to burn it but did not wholly succeed. After peace it was allowed

to fall into decay, but the original site is still well marked. This was the last fort up the river in Lycoming county although there were two others beyond in what is now Clinton county. Fort Antes was also a refuge for the Fair Play Men and was the most important defensive work west of Fort Muncy. It was built of stockades in the same manner as all other fortifications of that period.

In addition to those named there was a small fort at the mouth of Loyalsock Creek, known as Fort Harris, and one at the mouth of Lycoming Creek at Jaysburg, designated as Fort Hall. Neither of these could be dignified by the name of a fort

but as such they were known.

## CHAPTER LI.

## INDIAN MASSACRES.

FREQUENCY OF MASSACRES—INCITED BY THE BRITISH—MASSACRE ON PENN'S CREEK—AT FORT ANTES—ON LOYALSOCK CREEK—NUMEROUS KILLINGS IN 1777 AND 1778—HORSES AND CATTLE STOLEN BY INDIANS—"PLUM TREE MASSACRE"—CHILDREN CARRIED AWAY BY INDIANS—KILLING OF JAMES BRADY AND OTHERS—SETTLERS FREQUENTLY WAYLAID—CAPTAIN JOHN BRADY KILLED BY INDIANS—CAPTURE OF SWEENEY AND KILLING OF COOL.

There is no section of the United States where massacres of whites by the Indians were more frequent than in the West Branch of the Susquehanna valley. The settlers were constantly beset by the warlike tribes of the Five Nations who lay along the New York state border and who were persistently urged on by the British during the Revolutionary war period. Then, too, the topography of the country made it easy for these tribes to prey upon the inhabitants of that section of what is now Lycoming county, because of the many streams which had their sources in their own country and down which they could silently float in their canoes and fall upon the unsuspecting settler without warning. After the disastrous defeat of General Braddock these incursions of the Indians became more frequent.

On October 15, 1775 a hostile body of Indians descended the valley and fell upon the settlers on Penn's Creek and killed twenty-five men, women and children or carried them into captivity. The entire settlement was completely wiped out. This was the beginning of many more of a like character that were to follow and it carried consternation over the entire section of Western Pennsylvania. About the first of November of the same year several white people were killed in the valley

who insisted in staying after having been warned of the danger of an Indian incursion. About this time Robert H. Morris, governor of the province, issued his ill-advised proclamation offering a reward for every Indian scalp and this only added fuel to the flame.

With the beginning of the Revolutionary war the dangers from massacres increased because of the machinations of the English. One Sunday morning in June, 1777, Zepahaniah Miller. Abel Cady and James Armstrong left Fort Antes and crossed into what was then disputed territory, both the Indians and whites claiming it. They took with them two women for the purpose of milking cows. Indians were lurking there and used a cow bell as a decoy. When the men entered the bushes in search of the cow they were fired upon by the savages and Miller and Cady fell, severely wounded. The Indians pounced upon them and they were scalped. Armstrong was shot in the back in attempting to escape. All three men subsequently died. Bowser and the women ran and concealed themselves when the firing began and thus escaped death. A detachment from the fort, hearing the firing started to the rescue of the party and followed the Indians for some distance but they had too much of a start and the pursuit was abandoned.

In the autumn of the same year a massacre occurred on Loyalsock Creek. Daniel Brown had cleared a piece of land and built a house. His two daughters married two brothers named Benjamin and they lived nearby. When a hostile band of Indians appeared the Benjamins fled to the house of their father-in-law. A fight ensued with the white men entrenched in the house. An Indian was killed and that so incensed the others that they set fire to the house. After vainly endeavoring to quench the flames the Benjamins decided to come out. Brown, with his wife and one daughter, remained in the house and all three were burned to death. When the Benjamins emerged from the house one of them was immediately killed with a tomahawk and a child was also killed in its mother's arms. The

other man and woman were carried into captivity along with a daughter and two sons. The sons were subsequently released by the Indians and returned to the settlement. The daughter remained and grew up among her captors, one of whom she subsequently married and had several children. Years afterwards one of her brothers visited her and induced her to return to the whites but she did not remain long. She grew discontented and finally was permitted to return to her red friends. These two attacks convinced the authorities that an alliance had been formed between the savages and the British and that more massacres could be expected unless the Indians were closely watched and the settlers given adequate protection. But nothing was done and the inhabitants of the valley soon came to realize that they must depend upon themselves alone for protection.

The winter of 1777-1778 was a discouraging one to the settlers. The Indians were constantly on the move and no one could consider himself safe. On the 23rd of December, 1777 a man was killed on Pine Creek and on the first of January, 1778 another life was taken at Great Island. Both these men were scalped. On May 16, 1778 three men were attacked, killed and scalped near the mouth of Bald Eagle Creek and two days later, a man, woman and child were taken prisoners on Pine Creek. Shortly afterwards two men, seven women and several children were captured at the same place. About the same time the house of Andrew Armstrong at Linden was visited and Armstrong, his little son and a woman named Nancy Bunday were captured and carried away. Mrs. Armstrong escaped by crawling under the bed. No tidings of Armstrong or the woman ever came back to the settlement, but years afterwards an aged Indian appeared in company with a young white man. Indian asserted that the young man had been carried away when a lad, but Mrs. Armstrong could not recognize him as her son and he returned to his Indian friends.

Near the close of May a party of men composed of Robert Fleming, Robert Donaldson, James McMichael and John Hamilton descended the river from Fort Horn to Antes Fort in a canoe for the purpose of getting a flat boat and taking it back up the river. Having obtained the boat, two of the men started back in the canoe and, as they were in the act of landing, were fired upon by a party of Indians. One of the men was killed and Donaldson was shot in the back but Hamilton managed to escape by swimming the river and then ran all the way back to Fort Horn, a distance of four miles and gave the alarm. Mc-Michael, Fleming and a young man named James Jackson who were in the flat boat attempted to push over to the north shore but before they could reach it the first two were killed. Jackson reached the shore in safety and securing a horse rode back to the fort. A pursuing party was at once organized but by the time they reached the scene the Indians had fled. The dead bodies of Donaldson, McMichael and Fleming were found where they fell.

In the same year a number of horses were stolen by the Indians at the Wychoff settlement on Loyalsock Creek and on the tenth of June a detachment of troops was sent to the scene to try and recover them. The troops were commanded by Captain Berry and were accompanied by Robert Covenhoven, the When nearing the scene, Covenhoven noted Indian scout. warned Berry of the probable presence of Indians, but the latter scoffed at the idea and accused Covenhoven of cowardice. This irritated him and he insisted no more. Not finding any trace of the horses the party started to retrace their steps. They had gone but a short distance when they were fired upon by a party of Indians concealed in the bushes. Most of the party were shot down, including Captain Berry. Covenhoven escaped and hurried to Fort Muncy where he organized a party to go in search of the Indians. It was discovered that Thomas Covenhoven, Peter Wychoff and his son, Cornelius, and a negro had been captured. The negro was subsequently burned at the

stake but the others were not badly treated and were afterwards released. Wychoff returned to his former home in New Jersey and remained there until the close of the war when he came back to the Loyalsock and rebuilt his house which had been burned by the savages in his absence.

One of the men who had joined Captain Berry's expedition was John Thompson who had left his home on the Loyalsock and his cattle unguarded. He now determined to return and drive them to a place of safety. Two men, Peter Shufelt and William Whycoff, agreed to accompany him. They were mounted and followed the route which had been taken by Captain Berry's company. When they reached home Thompson found everything as he had left it, at least to all appearances. Suddenly they heard the horses snort and running to the door they saw several Indians coming from the barn. Both sides opened fire and Thompson and Shufelt fell mortally wounded. Whycoff, though badly wounded, managed to escape to the woods but was soon captured. He was released several years afterwards. The Indians did not burn the house but reduced the barn to ashes.

It was reserved for June 10, 1778, to become the bloodiest day in the history of the West Branch valley. On that morning a party of emigrants, traveling west reached Loyalsock Creek. It was composed of Peter Smith, wife and six children, Mrs. William King and two children, Michael Smith, Michael Campbell, David Chambers and two other men named Snodgrass and Hammond. This made six men two women and eight children or sixteen in all. They were on their way to Lycoming Creek. Here they expected to settle. William King, husband of one of the women, had preceded them and had located at Jaysburg, at the mouth of Lycoming Creek, and was awaiting the arrival of his wife and children there.

When the party, which was in charge of Peter Smith, reached Loyalsock creek, they were warned not to proceed further that day as firing had been heard in the neighborhood of

Lycoming Creek. Smith remarked that firing would not stop them and proceeded on his way. When they reached the neighborhood of Lycoming Creek they were suddenly fired upon by a party of Indians from ambush. Snodgrass fell dead at the first shot. The Indians then advanced, firing as they came. The whites took to the trees and returned the fire. The engagement became so warm in a few minutes that all of the party with the exception of Campbell, fled. He stood his ground to the last and was known to have killed at least one of the attacking party but was himself shot to death. The Indians, of whom there were about twenty, then turned their attention to the women and children and attacked them with tomahawks. The boy and girl escaped to Lycoming Creek and informed the men there of what had happened. A messenger had also reached the Wallis mansion at Halls where a body of troops was stationed. The affair had occurred at just about sundown and it was after dark when the relief party reached the scene. They found the dead bodies of Snodgrass and one other, but owing to the darkness they abandoned further search until the next morning.

At daylight investigation was resumed when the dead body of Mrs. Smith was found, shot, tomahawked and scalped. Mrs. King was tomahawked and scalped but was still living. She died almost immediately in the arms of her husband. A boy and girl were killed and scalped. Snodgrass and Campbell were shot through the body and scalped. This made a toll of six killed in this massacre which occurred where the new Calvary Methodist Church now stands at the corner of West Fourth and Cemetery streets and was known as the "Plum Tree Massacre," because of the number of trees of that variety that grew on the spot. The bodies were buried on the scene and that was the beginning of the cemetery that was formerly located at that place. Two of William King's children were carried away into captivity and for a long time their fate was a matter of uncertainty. Then it was learned, after seven years, that they

had been taken to Canada. King immediately set out for that country and succeeded in finding the children who had been adopted into English homes. He moved with them to North-umberland where he remained until after the war and then returned to Jaysburg bringing one of the daughters with him. The other married and moved to New Jersey.

On August 8, 1778, occurred one of the saddest tragedies of that precarious period, the death of the gallant James Brady, son of the equally gallant Captain John Brady. On that day a detachment of four men in command of a corporal was detailed from Fort Muncy to guard a party of fourteen reapers and cradlers at the home of Peter Smith near the mouth of Loyal-sock Creek. This was the same Peter Smith whose wife and four children had been killed at the time of the "Plum Tree Massacre." The farm was located on the river near the mouth of a little stream, known now as Bull Run. James Brady and Jerome Van Ness were members of this detachment of soldiers. Brady was selected as leader of the party and to him was entrusted the command of the detail.

When the reapers went to work in the morning they placed their guns around a tree. Brady remonstrated at this as he considered it dangerous to leave them so far from where they were working. He kept his own gun closer to him all the time. Soon after the party had gone to work they were surprised by a band of Indians. It was too late to go for their rifles and so they all fled except Brady who ran for his gun but before he could reach it he was shot. He ran a short distance further and was shot a second time, scalped and tomahawked. others of the party were killed at the same time. The others escaped up the creek. Brady was able to stagger to the house of Van Ness, a short distance away where his wounds were dressed as well as possible. In the meantime, Captain Andrew Walker, in command at Fort Muncy, hearing of the tragedy immediately repaired to the scene but the Indians had fled. When he saw the condition of Brady he made arrangements at once

to send him to Sunbury, where his mother was staying. A stretcher was procured and he was placed in a canoe and with a few friends in charge, including Robert Covenhoven, he was taken down the river. His mother had received word of his coming and was at the landing to meet him. Everything possible was done to save his life, but five days after he was shot, August 13, 1778, he died. He was the second son of Captain John and Mary Quiggley Brady, was in his twenty-first year and a young man of great promise. He came with his parents from Shippensburg to their stockaded home in Muncy in 1775 and was a participant in many stirring adventures of the period.

Stragglers from Fort Muncy were frequently waylaid and killed. In 1778 one was shot and scalped when he had gone out to dig some potatoes on his farm nearby. Thomas Gortner was killed not far from the fort and two other men whose names are unknown met the same fate soon afterwards. There were many graves of early settlers in the Muncy valley at one time who were unknown but who met death at the hands of the Indians and whose names are now forgotten. In September 1778 a party of men who were cutting grass at the mouth of Lycoming Creek, was attacked and four of them were killed. William King, whose wife had been murdered at the "Plum Tree Massacre" was one of those who escaped by swimming the river.

The winter of 1778-1779 was a very severe one and the Indians were comparatively quiet. Andrew Fleming was killed on Pine Creek while out hunting game and the culminating tragedy occurred on April 11, 1779, when the famous Captain John Brady was killed. Captain Brady was perhaps the most fearless Indian fighter of that period and the most dreaded by the savages. He was a noted scout and was familiar with all the trails through middle Pennsylvania as well as being well acquainted with the habits and customs of the Indian tribes. After the death of his son, James Brady, he swore eternal vengeance and he, himself, was a marked man. He had many

narrow escapes but his day came at last. His family had returned from Sunbury to their stockaded fort at Muncy after being driven down the river at the time of the Big Runaway and on the fatal day Brady set out for Fort Muncy to secure some supplies. He was accompanied by Peter Smith, the illfated man who had been present when Brady's son was shot and killed and whose wife lost her life at the "Plum Tree Massacre." On their return, instead of following the main road, they took a short cut through the woods. Brady was on horseback and Smith was walking at his side. Suddenly a shot rang out and Brady fell to the ground, dead. Smith caught the horse and mounting it quickly galloped to Fort Brady and gave the alarm. He was met by Mrs. Brady who had heard the shot and she was informed of the fatal ending of the trip to Fort Muncy. Returning to the scene of the tragedy, the body of Brady was found lying in the road. The Indians, evidently frightened were in haste to get away and did not stop to scalp him. He was carried to his late home and funeral services were held which were largely attended by his sorrowing neighbors. He was killed on Wolf Run just off what is now the Susquehanna Trail and his grave is in full view from the highway in the cemetery at Hall's Station.

In the fall of 1780 William King, Simon Cool and James Sweeney, all of whom then lived at Northumberland, came up to the Lycoming county section to hunt deer. They traveled as far as the mouth of Dougherty's Run on Lycoming Creek and noticed the tracks of Indian moccasins but this gave them no particular concern as they were often met with when no savages were around. While they were walking up the creek separated at some distance, the report of a rifle was heard. King who was in the rear, did not see any Indians, but thinking his companions had been attacked, he proceeded up the stream in search of them, but after some hours, not finding any trace of them and getting no answer to his calls, he concluded that they must have been captured and so he returned to North-

umberland in his canoe. About seven years afterwards, answering a knock at his door, he came face to face with Sweeney. He said that when he and Cool were coming down Bottle Run in search of game, they suddenly discovered three Indians following them. He called to Cool, warning, and then both started to run. In attempting to jump the creek, Cool, who was a heavy man, fell in the water and became so handicapped by his wet clothes that he could not run very fast so both men took to trees. In trying to quiet his dog who was barking furiously, Cool exposed part of his body and a lurking Indian took advantage of the situation and shot him dead. Sweeney, seeing that resistance was useless, surrendered and was carried captive into Canada. After several years he managed to secure his release and worked his way back to Northumberland. Cool's body was never found but a grave near the Susquehanna Trail above Newberry contains what was left of his gun which was found years after his death. Cool had served in the Revolutionary army but aside from this little is known about him.

There were many other massacres in this section but most of them were outside the limits of what is now Lycoming County. With the close of the Revolutionary war these massacres ceased almost entirely which shows that most, if not all of them, were incited by the British.

## CHAPTER LII.

## WILD ANIMALS AND BIRDS.

THE HABITAT OF MANY WILD ANIMALS AND BIRDS—NUMEROUS SMALL ANIMALS—COON—FOX — WILDCAT — CATAMOUNT — PANTHER — BLACK BEAR—DEER—ELK—WOLVES—MANY BIRDS NOW EXTINCT—PIGEONS—GROUSE—OWLS — WILD TURKEYS — QUAIL — HAWK — CROW—WOODCOCK—EAGLE—OTHER BIRDS.

Pennsylvania, and especially that portion of it in which Lycoming County is situated, was originally the habitat of many birds and wild animals. The dense forests of beech, chestnut, hickory and walnut with their prolific crop of nuts, afforded food for the herbaceous, whilst they, in turn, furnished the carnivorous animals. The next season after a good crop of beech nuts, the ground in the same section, for months at least, swarmed with the diminutive wood-mouse. These were always an annoyance to the hunter as their transition through the dry leaves often denoted a larger animal.

The striped or ground squirrel, commonly known as the chipmunk, was always a pest to the farmer living in or near the beech woods, the year subsequent to a good crop of nuts.

The red or pine squirrel, many of which are still found in the county, is perhaps the most intelligent of his species and has no respect for his larger half-brothers, the black and gray squirrels. They will attack them on the least provocation and usually come off victors. The black and gray squirrels are undoubtedly migratory and come and go as food may be plenty or scarce. They may aptly be termed nature's hickory and walnut tree planters as they do not lay up their food in a mass, but bury each nut separate and apart from the rest. By instinct or through a remarkable memory, they will penetrate several feet of snow when in want of food and seldom, if ever, fail to find

the desired hidden treasure. They do not need one-tenth they have hidden away and what they do not consume germinates the following spring and in this way we have our uniform young forests, which would otherwise grow up in clusters under

the parent tree.

The mink and muskrat are each amphibious animals, living chiefly on fish and burrowing for their habitation in the banks of streams. The first is but little larger than a black squirrel, but more supple and valued for its fur. The latter is somewhat larger and its fur is also of late years highly prized. Neither of these species were ever very abundant in this section of the state and are gradually disappearing along with many kinds of fish with which the streams formerly abounded.

The martin was another fur bearing animal at one time quite numerous in the waters of the Susquehanna river, but now almost extinct. It approaches the size of a gray rabbit and is often found on large trees. It was captured with wooden traps more frequently than with a gun, owing to the fact that

its rambles were chiefly made at night.

The white and gray rabbits are natives to the manor born. The latter is the smaller and never changes the color of its dress. The former doffs its gray suit on the approach of winter and puts on a robe of pure white. But for this it would be an easy prey to every carnivorous animal as it is not much of a sprinter. It inhabits the laurel thickets, whilst its half brother, the gray, prefers to disport itself among the underbrush of the plain. The last named seems to be becoming more numerous of late years, notwithstanding the inroads of the hunter.

The skunk, or polecat, is a little black and white animal detested by everybody and yet, perhaps, more sinned against than sinning. The unpleasant odor it emits when disturbed is its proper weapon of defense and is thrown with its bushy tail, in a fluid state, at the object which intrudes. When unmolested it is harmless and quiet and, unless recently engaged in warfare,

has no perceptible scent. It may be taken up and handled with

impunity.

The porcupine, or hedgehog, is one of the few species of animals that have increased with the march of civilization. fact is, perhaps due to the extermination of its natural enemy. the panther. Although armed cap-a-pie and bristling with spears, it became an easy prey when thrown upon its back and its feline antagonist possessed a peculiar talent for doing this. which was followed by disemboweling and eating from the inside until little was left except the skin and guills. The vulgar opinion that this animal can throw its quills is fallacious and it is only when they come in contact with, and penetrate, some object that they are loosened from the skin and become a pest to whatever creature may retain them. Being barbed, they not only resist extraction, but are constantly working their way inward and often prove fatal to the unfortunate animal infected with them.

The ground hog, so called from its habit of burrowing into the ground for a residence, is a small, inoffensive animal subsisting on herbs and doing little harm to anybody or anything. It feeds generally at night, but is sometimes seen in dull, rainy weather in daytime, but never very far from its burrow. On the approach of cold weather it retires for the winter and is not again seen until spring. Although tradition endows it with prophetic knowledge and calls it to the entrance of its abode annually on the second day of February to foretell the state of the weather for the next six weeks, it never responds but keeps its snug bed until warm weather actually comes.

The coon is another improvident and much belied animal, but unlike the groundhog, it seeks its winter quarters in the hollow of some sufficiently large standing tree. It sleeps in a semi-torpid state during cold weather but comes out in search of food on warm days and is often tracked and caught in the winter by the hunter. Its habitation is generally convenient to a stream for it is particularly fond of fish, lizards and crabs.

It searches for these at night and depends entirely on feeling. Wherever it can find an apple orchard or cornfield, it is fond of a change of diet and returns while the provendor lasts.

The first settlers on the headwaters of the North and West Branches of the Susquehanna River found in its forests three distinct species, or perhaps only variations of the fox genus, the black, the gray and the red. Old hunters avouch a fourth—the silver gray—but this is most likely only a cross between the red and gray or gray and black. The black variety was never very plentiful in Northern Pennsylvania and little is known of their peculiar habits. It is said, however, that when closely pursued by dogs, they would climb a tree for safety, but the probabilities are that it must have been a leaning one to enable them to do so. Gray foxes were more numerous but never abundant. When about half grown they might easily be mistaken for rabbits. As a class they were trimly built and resembled in appearance young wolves. The black and gray have succumbed to the advance of the white man, but the red fox, like the poor, is always with us. It seems to thrive with and like population. It long ago established a reputation for cunning and its impudence is hardly less proverbial. The ruffled grouse and rabbits, especially the young of each, may be deemed this animal's staple food whilst a chicken, too, will not be turned down. Formerly. when the game was abundant in this region, the fox, in the spring season, destroyed many of the young deer which their dams had hidden away in supposed security whilst they fed near by.

The wildcat is a carnivorous animal about twice the size of the domestic cat and resembles it very much in appearance except the stumpy character of the tail. It is seldom seen in the daytime and only when pressed with hunger to seek food. When this is the case it will sally forth and attack almost anything it meets, even a full grown deer or a man. Its agility and muscular power, in proportion to its size, are unsurpassed by any animal of the forest and it is fortunate that its bulk is no greater.

The catamount is, perhaps the connecting link between the wildcat and the panther, being about twice the size of the wildcat and half that of the panther. Its caudal appendage is also about twice the length of the wildcat and half that of the panther, yet it is not a mongrel but a distinct species. The race was never plenty on the waters of the West Branch and it is practically extinct. It belongs to the cat class of animals and lives in swamps and thickets.

The panther, although perhaps the most powerful and ferocious animal that inhabited this section of the country, was also the most cowardly. The panther, unlike most other American cats, had no spots except that the lip and outer rim of the ear were black and there was a patch of white on each side of the muzzle and the tip of the tail was usually black. The upper parts were a uniform dull fox red, appearing gray in certain The throat, belly and inside of the legs were reddish The truth seems to be that this animal had less ferocity than any other of the great cats and, under ordinary circumstances was inclined to avoid rather than attack men and often seemed to seek their company in a friendly way. It is now wholly extinct in Pennsylvania. Unless driven by hunger to seek food it was seldom seen in the daytime and always shunned a settlement. But few authenticated cases of a child being attacked are known.

The black bear was widely distributed throughout this section and is still with us in large numbers. It is a harmless animal and will not attack human beings unless driven to it in self defense or a mother bear fears her cubs are in danger. This animal has become a good deal of a nuisance because of its inroads on the farmer's orchards and crops. In some sections it has been known to kill sheep. The black bear is a good sized animal, weighing from two hundred to four hundred pounds and is from three or four feet long. It is very clumsy in ap-

pearance, but notwithstanding this fact, is very fleet footed. Its hair is coarse and deeply black. It climbs trees easily and is very courageous.

Of all the native animals the deer was and is the most plentiful in Lycoming county. For many years they have been hunted and killed for their meat or venison and oftentimes, it is feared for the mere sport of killing. The deer is a very graceful animal about four feet high and the same length. Its color is brownish gray and as it is longest and most abundant in winter, the summer coat is of a brighter color and smoother. young, or fawns, are spotted with white. In the first year the antlers consist of a single prong or spike, but are shed each season and after the first year begin to spread, an additional tine on each side being added each year. Its food varies with the season. In winter it is chiefly lichens, moss, bark and buds, while in summer leaves and herbs form most of the diet. a browsing, not a grazing animal. Deer are still very plentiful in the mountain districts of Lycoming County and in some sections have become a menace. Over two thousand of them were killed in the county during the two weeks' hunting season of 1928.

The elk was never common in Lycoming County although some herds existed in the northern section and they were quite numerous further north in Pennsylvania. Some are still to be found within the limits of the county but they are scarce. The elk is a large animal about five feet high at the shoulders and weighing as high as one thousand pounds. Its color is yellowish brown on the upper parts; the sides gray; a white patch on each thigh; the neck a mixture of red and black with long, coarse, black hair falling down from it. The antlers are large and bend down over the face.

Wolves were quite plentiful in Northern Pennsylvania at an early day and many of them were found in Lycoming County. In color these animals were a yellowish gray, with strong, coarse hair which was longest on the ears, neck and shoulders. The

muzzle was black, the upper lip and chin white. The ears were erect and pointed, the nose sharp and the legs long. The eyes were oblique, giving a vicious expression to the countenance. The wolf was swift of foot and hunted deer and other animals. It often committed great ravages among sheep and calves but seldom attacked a larger animal or man unless driven to it by hunger. The wolf was naturally a coward and seldom traveled singly but always went in packs so as to have plenty of support in case of attack. It was very wary and cautious and was not easily trapped. It kept itself hidden in the woods and hence became known as the timber wolf. A few of them are still left in Northern Pennsylvania but they are rare.

Many of the birds which formerly inhabited Lycoming County have almost become extinct, but there are a number vet to be found in all sections. One of the most numerous in the early days, the wild pigeon, has entirely disappeared. These birds were formerly annual spring visitants by the millions. They subsisted on the beech nut which is an irregular crop. Although it never entirely fails it may be plentiful in one section whilst, in like timber, ten or fifteen miles distant, there may be a poor crop. To get the required information about the abundance of the food it is generally supposed that these birds sent out flyers, or scouts, from the main body late in the summer. These advance guards remained in location where the fruit promised well, until it was filled and ripe, when they left only to return the next spring with countless numbers of others. At all events they must have had some way of knowing where to go, as they migrated together and settled down to roost in the midst of a beech nut region where the nuts were most plentiful. These birds also had the singular habit of dividing the labor of hatching out their eggs between the male and female. In approaching their nesting ground the sportsman would kill all of one gender in the morning and in the afternoon all of the The male and female also shared the labor of feeding other: the young. These pigeons appeared yearly in vast flocks and

had their regular roosting places to which they returned each year and were so numerous that after dark they could be killed on the trees by the hundreds with a stout stick in the hands of a man. It was a common practice to set large traps for them and hundreds of dozens of them could be taken in a single day. These were sold on the Williamsport markets for six cents a dozen. It was also the practice of housewives to boil them down for grease. It has never been definitely ascertained what caused the extinction of the wild pigeon, but certain it is that there is not probably one living specimen left in the United States.

The ruffed grouse or pheasant, which is not a migratory bird, is still somewhat plentiful in the mountains and is favorite game for the sportsmen. Whilst the clearing up of the timber lands, their natural home has reduced the area of their habitat, the decrease of foxes, their natural enemies, makes their increase possible in certain locations. Although the wildest of all game birds, and utterly incapable of domestication, yet at certain seasons of the year, particularly in autumn, about the time the first leaves fall, the pheasant may be seen strutting along the unfrequented roads and apparently gives way to an automobile with reluctance. The well known habit of drumming in the spring and fall, is popularly attributed to the males but is not so confined as both sexes are known to indulge in this pastime, if it may so be called. The female makes her nest by the root of a tree near or under a log, or sometimes in a hollow She lays and hatches out from one to two dozen eggs and her young, from one day old and upward, are the cutest, shyest and quickest little creatures imaginable. If a supposed enemy appears, the mother gives the alarm and in an instant the brood will scatter and hide themselves under leaves, brush, bushes or logs. And then, the maternal guardian displays a rare skill to draw off and baffle the enemy. She flutters about, making a noise as if half dead and the fox or man goes for her only to find that they are unable to reach her, and after a pursuit of ten or fifteen yards, she apparently recovers her energies and flies away exulting at the boasted cunning of her pursuer. But if the intrusion is sudden without allowing time for the young to hide themselves away, the parent bird will rush directly at the offender with such apparent violence as to cause a temporary panic and in that way she diverts attention from her helpless brood.

There are two kinds of owls which inhabit this part of Pennsylvania. The smaller sort is not much larger than a robin and is commonly called the screech owl. It is often heard, even about Williamsport, in the summer season, complaining in a melancholy tone, as if in trouble or freezing to death. But it has another and very different way of expression when perfectly satisfied with itself. It has been known to perch itself on a limb near an open window and actually sing for many minutes most musically. In fact no canary could equal it either in voice or style. The screech owl seems to have a sense of humor which it is very apt to indicate by antics which give the impression that it is endeavoring to amuse. It also seems to like civilization for it will approach close to a house and seems to prefer trees in the environs of a city and town rather than those of the forest.

The large hooting or laughing owl has also the ability to scream so much like a panther that it was often mistaken for that animal in the early days by those unfamiliar with the yell of each. On a still night its screech may be heard the greater part of mile and when it calls its companion double that distance. It is not much wonder that it often frightens people who are unaccustomed to its presence. The owl is a nocturnal prowler and feeds on mice, young squirrels or any small animals he can capture. In daytime he pretends to be asleep, but is wide enough awake if anything happens to arouse him. The owl in color is a variegated black and white and his large round eyes are familiar to all.

The wild turkey, although never abundant in this region, was yet more plentiful at an early day than now. This king of game birds is a native of America and is highly prized as food for the table. It is a little larger than the ordinary barnyard turkey, which it closely resembles, and is fleet of foot and strong of wing. Hunters often are enabled to lure it within range of the gun with a whistle which gives a sound resembling a turkey call.

The quail or Virginia partridge, is closely allied to the grouse or pheasant but only about half the size. It is in great demand for the table and is a favorite game bird. It was formerly quite common in Lycoming County and is still plentiful. It feeds on seeds, berries and other vegetable matter and makes its nest on the ground. It lays and hatches from ten to 18 eggs which are pure white. It is about ten inches long and the upper parts are reddish brown variegated with black, buff and gray, the forehead and band on breast, black; the cheeks, throat, breast and belly white, the latter barred with black; the sides chestnut, marked with black and white. Its loud, cheery notes "bob white" which are so often heard in the country in summer time give to it its nickname, "Bob White" by which it is commonly known.

The hawk was very common in the county in the early days and still flourishes despite all efforts to exterminate it. There are several varieties, known as hen hawks, chicken hawks and sparrow hawks. They are of a mottled color of brown, white and black and have sharp talons and a short, curved beak. They soar high in the air until they are able to locate their prey and then descend with the swiftness of a rifle shot, striking their objective with their beak and then carrying it off in their talons. Some of the larger varieties have been known to attack and soar away with a young pig in their talons.

The much maligned crow was always plentiful in this section of Pennsylvania, as indeed it was in all sections of the country. It is an interesting bird and, although it destroys

some of the farmer's corn, it is also the natural enemy of many kinds of insects which it destroys in large quantities. It is black in color although the shades of blackness often differ in individuals in the same flock. It is about fifteen inches in length and is an omnivorous eater. Almost anything edible, even fish, serves it as food. The crow is intelligent to a high degree and many stories are current regarding it avoiding danger and communicating with each other. It is easily domesticated and by splitting its tongue can be made to imitate the human language. By some uncanny instinct it seems to know when a man approaching it has a gun in his hand.

The woodcock, another game bird could always be found in certain sections of Lycoming County and is still found in limited quantities. It is highly esteemed as a table delicacy. Its summer haunts are the pine forests and in winter and spring it frequents moist woods and swamps, seeking for worms, snails and slugs boring with its long bill in the soft ground. The quantity or food which it devours is very great. It is about thirteen inches long; the upper parts varied with ruddy, yellowish and ash color, finely intermingled and marked by large black spots. It makes its nest on dry ground and lays and hatches three or four eggs.

There is only a single genus of the lark found in Pennsylvania, known as the meadow lark, although this can hardly be said to belong to the real lark family but is rather to be classed with the bobolink, oriole and blackbird. It frequents meadows and open places and few American song birds are greater favorites. The meadow lark is about ten inches in length with large feet and a long, straight bill. The feathers of the upper surface are black, with rufous and buff borders and tips so that the whole upper part is variegated with those three colors. The throat, breast and anterior half of the belly are bright yellow with a prominent black crescent about the middle of the breast. The notes of the meadow lark are clear and strong, a sort of cheerful whistle and it is a great favorite with bird-lovers.

The robin is an early spring visitor in Lycoming County and stays throughout the summer and fall and often late into the He is a great favorite and his presence is always welcome. He is often called Robin Redbreast and is one of the prettiest of our native birds. He makes his home near houses and barns and often becomes very tame. The general color is olive brown and the reddish orange breast is a conspicuous characteristic, especially in the males. The attachment of pairs seems to extend beyond the breeding season and to be stronger than in most birds. It lays four to five eggs and raises two broods a year. Its food consists chiefly of worms and insects but it enjoys berries and fruit and often makes sad havoc in the cherry tree. The song of the robin, especially in the late afternoon or early evening, is very sweet and melodious and it is a familiar friend on village lawns where it searches for earthworms and cutworms with great zeal and cunning.

At one time the king of American birds, the eagle, was well represented in Lycoming County, both the bald and golden varieties, and an occasional specimen is still to be found. eagle is the most powerful of all our native birds and will prey upon animals as large as a good-sized pig and carry them away. Its extraordinary powers of vision, the vast height to which it soars in the sky, the wild grandeur of the scenery amid which it loves to make its abode and perhaps, also its longevity, have concurred to recommend it to poetic regard. The eagle has a rather short bill, but very powerful with the body also short and feathered down to the toes. Its length is from thirty to thirty-five inches, the color dark brown, in some places almost black; the head and back of the neck covered with feathers of a golden red color. This description applies to the golden eagle and also to the bald eagle variety with the exception that the latter has no feathers on its head and neck. The eagle builds a coarse nest of large sticks on cliffs or rocky ledges in the mountains and lays two or three eggs. When hatched it takes a large amount of food to feed both parents and children and

hares, game of every kind, lambs, and even larger animals are carried to the aerie.

The dove, although it cannot be said to have ever been common in Lycoming County, is to be found in many sections and is a welcome visitor when it deigns to honor a neighborhood with its presence. It usually goes by the name of the turtle dove and is a small, graceful, modestly dressed representative of its kind, erroneously considered as a type of gentleness. Its plaintive, throbbing refrain in early summer has also given it the name of the "mourning dove." It is really but a smaller type of pigeon which has never been domesticated.

There are many other birds of lesser note that are either temporary or permanent inhabitants of Lycoming County but of late years, from various causes, many of them have been driven out. There are the blackbird which only comes occasionally, the starling whose stay is also short, the bobolink, a transient visitor, the bluebird, the chickadee, the wren, the humming bird, the snowbird and scores of others, not excepting the pugnacious English sparrow.

### CHAPTER LIII.

## MISCELLANEOUS.

THE HEY COLONIZATION SCHEME—PASTIMES IN EARLY DAYS—LOCALISMS—UNDERGROUND RAILROAD—SAW DUST WAR.

The Hey Colonization Scheme.—One of the most ambitious and seductive colonization schemes ever attempted in Lycoming County, was promoted by an English clergyman, with the stage set at or near what is now known as Oregon Hill, in Pine Township, Lycoming County. In 1805 the Rev. John Hey, of the Independent Church of England, was living in Philadelphia, where he was the pastor of a small congregation. The Reverend John became infected with the colonization disease and visions of a new Eden in the wilds of the Pennsylvania forests caught his priestly fancy. He had become acquainted with Colonel Kingsbury, agent for Samuel Fisher and others, who had acquired vast holdings in northern Pennsylvania through the process of making applications in the names of all their relatives and friends. It may well be presumed that Kingsbury placed the matter before the ambitious clergyman in an attractive manner and fired his imagination with visions of becoming the lord of a princely manor and the prosperous head of a flourishing colony, inhabiting a land verily flowing with milk and honey, in the guise of English sovereigns and American quit rents.

At all events on the twelfth of June, 1805, the Reverend John purchased from Fischer and his associates a tract of 9,000 acres containing seventeen subdivisions, all appropriately styled with such euphonious and attractive appellations as Bethlehem, Lenox, Auburn, Fertility, Fairfield, Hampstead, Richelieu, etc., for the sum of \$21,757. How much of this purchase money was paid in cash is not known, but presumably only a small portion,

the balance undoubtedly being expected to materialize from the proceeds received from the sale of lands to the colonists whom the Reverend John now set about to induce to come hither.

The trap having been cunningly set and cautiously baited, the astute clergyman proceeded to get busy. He visited Haven Beach in England and at once began the distribution of propaganda calling attention to the attractiveness and advantages of the new Eldorado in the wilds of the Pennsylvania mountains. And it can well be imagined that the story lost nothing in the telling.

The location of the prospective colony was described as a new Eden, with all the seductive lures of the original paradise, including the apple, but in all probability any reference to the presence of the serpent, in the person of the wily clergyman himself, was omitted.

A roseate picture was painted in glowing colors of the beauty of the country, and his hearers were told how he would sell them lands, at a small advance on the cost, which they could clear in a few years and on which they could found comfortable homes. The unsuspecting fellow countrymen of the ambitious and persuasive clergyman easily fell for the scheme.

About a dozen were induced to emigrate from England in the year 1805 and many others followed soon after. All these emigrants, upon their arrival on this side, made their way to Williamsport and passed over the State road from Newberry to the place where the colony was to be founded in the wilderness. These emigrants included, among others, such well known families as Blackwell, Wells, Hews, Maggs and Crooks, names afterwards closely associated with the history and development of Lycoming County. Tracts of land, varying in size from 200 to 1,200 acres, were deeded to the new colonists, ranging in price from \$150 to \$3,200 each.

When these settlers came to the new Eden there were no improvements. The country was a dense forest, with not enough cleared land on which to raise a sprig of lettuce or coax

into life sufficient vegetation to feed a canary bird and keep it from starving. Until land was cleared for cultivation all food had to be purchased at a distance and brought to the settlement in wagons. In fact, during the first summer the principal food of the luckless colonists was blackberries and fresh air.

The felling of the gigantic trees, many of them one hundred feet high and four or five feet in diameter, was an appalling task. The settlers were unused to hard work: they were unfamiliar with the handling of the axe, the saw and the adze and, as a consequence, the work of clearing the land was a slow and laborious process. Winter came on and they had not been able to erect more than mere sheds for their protection. Their scanty stores were soon exhausted and starvation stared them in the face. Most of their ready money had been used up in paying the first installment of the purchase price of the land, and additional cash was impossible to obtain. Their condition was, indeed, deplorable, and their first winter in the wilderness was a dreary one. In fact, had it not been for an abundance of game many of them might actually have starved.

The business of the colony seems to have been largely entrusted to his two sons, Jabez and George, the former of whom operated a general store in Williamsport for a considerable time and appears to have been somewhat of a failure, while George looked after affairs at the settlement, which was known by several high sounding names, notably Sylvania and Arcadia. But it greatly belied both cognomens. The real head of the venture spent most of his time toasting his shins before a comfortable fire in Philadelphia, while those whom he had inveigled into the wilderness of Lycoming County struggled with the snow and cold of a rigorous winter and fought off disease and starvation. It was a pitiable affair from beginning to end, and was doomed to failure from the start. It was conceived in sin and born in iniquity. There is ample evidence that the whole scheme was tainted with fraud from the beginning and that the

unsuspecting colonists were lured into the wilderness by specious representations of a condition of things that did not exist. Even under the most favorable circumstances, the success of such an undertaking would have been a long and laborious task. Under the mismanagement and incompetency of the Reverend John and his sons, failure was a foregone conclusion, and after several years of struggle and privation, the whole alluring structure collapsed and fell in ruins about the heads of its innocent victims.

The colonists, after heroic efforts to make a success of the enterprise, gave up in despair and began to leave the settlement. Some of them, notably the Blackwells, took up land in other parts of the county and made new homes for themselves. Others moved out of the state. One by one they departed for other scenes and the Reverend John died soon afterwards.

What eventually became of the sons is not known. With the departure of the last of the ill-fated band which had made such a gallant fight to build a home for themselves in the wilderness against superior odds, the land reverted to the dominion of the beasts of the forest and the birds of the air. As such it remained until the enterprising lumbermen of a later day entered upon the domain and turned the vast forests into the channels of commercial activity for the benefit of the outside world and the enriching of themselves.

But there is a silver lining to every cloud. Oregon Hill is the site of a new Eden which has arisen Phoenix-like from the ashes of the old, and is now a thriving village with schools, churches, and all the advantages of modern civilization. Finely cultivated farms, yielding abundantly, surround the settlement and travelers are surprised at the fertility of the land and the prosperity of the people. It is not an Arcadia nor a new Eden, but it is a progressive, prosperous and typical American settlement where the love of God and the brotherhood of man abounds in the hearts of the people.

Pastimes in the Early Days.—The pleasures and pastimes in which the people of Williamsport and Lycoming County indulge at the present day are in marked contrast to those of the period preceding the Civil war but it is altogether probable that the former were really more enjoyable in their way than the latter.

Then Williamsport was a modest borough both in population and territory and the inhabitants were a quiet, peaceful and contented lot, with a delightful society in which everybody knew everybody else and they possessed everything that was really needed for comfort and pleasure besides having many advantages unknown to their more progressive and enterprising descendants of the present era.

Then the river swarmed with fish of many varieties and the most inexpert angler could catch all he wanted in a few hours. Then one could set an eel basket in the Susquehanna and gather in several hundred eels in a single night and shad of the finest quality could be seined in unlimited quantities anywhere along the river; an ordinary fisherman could easily fill his basket with brook trout from Hagerman's Run across the river, in half a day and wild turkeys and deer abounded in the mountains opposite the city and as many as a dozen of the latter have been known to have been run into the river in a single morning. Then wild pigeons darkened the air in countless numbers in certain seasons and as many as two or three hundred dozen could be netted in a day and they were sold on the Williamsport market for as low as six cents a dozen.

Then one of the most popular places in town was "Mammy" Duitch's, at the corner of Willow and Pine streets, where gingerbread and small beer were sold for a tenth of what it now costs to buy a plate of ice cream. Then one could row down the river to Toneys' island below the railroad bridge and get as much watermelon as one could eat for a dime. Then the small boy could wander along the water front from the foot of Hepburn street to Lycoming Creek or down to the Loyalsock,

through the woods all the way, and chase ground squirrels into their holes and then drown them out with water carried in his hat from the river and when he became hungry, if it happened to be in the fall of the year, could build a fire and have a royal feast, all for nothing, on roasting ears which no farmer in those days would refuse to give him and he could gather the fruit of the hawthorn for his desert. Then the true sportsman could go forth in quest of game or fish, without taking a lawyer along with him to advise him what he might or might not kill or catch, or how it must be done and with no fear of running afoul of an officious game warden who might be prowling around in search of offenders against the Pennsylvania game laws.

Then people engaged in amusements with a zest and heartiness unknown at the present day. What are modern pleasures compared to the ecstatic delight of a sleigh ride on a crisp winter night in sleds loaded with boys and girls, all sitting on the fragrant straw in the bottom of the sled, packed close and covered with Buffalo robes to keep them from freezing, and the dance at the hotel to the strains of a single "fiddle" played by a superannuated old darkey and the delicious supper of stewed chicken and waffles that have now been replaced by the nightmare-producing fried oysters and chicken salad? What does the present generation know of a drive on a clear autumn evening or during a hazy, lazy afternoon of Indian summer over the mountain to "Sheddy's" and the tempting supper of venison or wild turkey, with all the accessories that followed?

Then the prevailing sports were foot racing, quoits, fox chasing, rifle shooting and horse racing. Fox hunting was generally in vogue in those days and numerous fine packs of hounds were owned by people in Lycoming County who were fond of the sport and great competition prevailed in selecting those of the best blood. The choicest varieties of these hounds were brought from Maryland and Virginia. The favorite places of rendezvous for the fox hunters were the hotels kept

by Betsy Carson at Loyalsock Creek and that kept by Eleanor Winters near the present corner of West Fourth and Rose streets. One of the most favored starting points for the chase was on the farm of John Rose back on the hills and the fox was generally "holed" somewhere along the bank of the river.

Horse racing was also very common in those days and a one-mile track then occupied the ground between Front Street and the old canal below Mulberry Street and many an exciting race took place over this old course. Competitors came from all sections of the surrounding counties and some of the best blooded stock in the state was entered in these races. The bets were generally made in corn or wheat and sometimes in cash. Rifle shooting, too, was greatly enjoyed at this time and in the fall of the year numerous contests were held throughout the county, the prizes being turkeys, ducks, chickens, etc., and any man who could not drive a nail at thirty yards had but small chance in these competitions.

In those days men gathered every morning at Bob Hughes' Exchange Hotel at the wharf at Market Street and the canal and enjoyed a game of "old sledge" or discussed everything on earth except prohibition, while awaiting the arrival of the packet boat from Harrisburg, bringing with it the latest news from the outside world and there was more genuine excitement over so small a matter as the latest proceedings in congress than could now be produced by the news of a New York factory horror or the information that some maiden of high degree had eloped with her father's chauffeur or that a prominent society leader had been divorced for a third time and married again.

Then the newspaper man lived in clover. He was a very important individual and, as he did not have to worry very much about getting his paper out in time, he always had plenty of time for pleasure. People were honest in those days and if they could not pay their subscriptions in cash they paid them in something else. Everything was legal tender. Wood, coal, cider, whiskey, apples, potatoes, butter, eggs, all kinds of coun-

try produce—in short—everything except babies was as good as gold to the editor of the olden times.

These primitive pleasures have passed away with the generation that enjoyed them. The quiet little hamlet of Williamsport has become a thriving city that roars with the din of trade and the character of the pleasures and pastimes of its people has changed with it even as the people themselves have changed. Has the change been for the better? Who can say?

Localisms.—In every community there are found expressions in common use which aside from the circumstances under which they were first used, have little significance. It is oftentimes difficult to tell just what was the origin of these expressions and yet they have been so long familiar to those in the community as to be part of the regular vernacular. They convey no meaning to the stranger but to those who have so frequently heard them they have become household words.

The Williamsport before the advent of the red-shirted lumberman and the sawmill was a very different Williamsport from that of the present day and a very different class of people lived in it. It was a quiet, peaceful village of perhaps 1,500 people who did not care very much whether the world wagged or not so long as they had enough to eat and a comfortable place to sleep with a dry roof over their heads.

Everybody knew everybody else and anything that was heard in one end of the village was soon known in the other end.

On East Third Street just below the court house in the early days a man named Heivley kept a general store where he sold a little of everything, including gingerbread, cookies and soft drinks and possibly some of a little harder character. His business was not so flourishing as to keep him very busy and most of the time in summer he was found sitting in a chair in front of his establishment dozing. He had no use for bookkeeping as all of his sales could probably have been kept in his head. And so, when anyone was asked what he was doing, the

reply often was "Oh, I'm keeping books for Heivley." And so when one wanted to describe a gentleman of leisure, he said "He

is keeping books for Heivley."

The keeper of one of Williampsort's famous taverns in the early days was a little too fond of the flowing bowl and often spent his evenings at the card table where he imbibed somewhat freely. As a consequence he was generally out of sorts the next morning and when asked what was the matter, he usually replied, "Oh, I ate a d—— cracker last night." And so when anybody was complaining of not feeling well it was said of him, "He ate a d—— cracker last night."

A wagon used frequently to come to Williamsport from Muncy on the rear of which was painted "Muncy Foundry," which led a wag to observe on one occasion, "Ha ha, Muncy found dry." Hence, when anyone visited Muncy he was often

asked on his return, "Well, was Muncy found dry?"

At the time of the erection of Lycoming as a separate county in 1795, Thomas Caldwell kept a tavern at Jaysburg at the mouth of Lycoming Creek and in it the first courts were held and the proprietor of that hotel is probably responsible for a saving that for many years has been quite common among the lawyers of Lycoming County, "He made a Tommy Caldwell of it." While the origin of this expression is not certainly known the evidence points strongly to the Jaysburg tavern keeper. It seems he was not a very thrifty individual and was frequently involved in law suits and was recognized as a man who would not pay a bill until a judgment was obtained against him and he could get a receipt on the docket. He was also often brought into court on charges of keeping a tippling house. So it is probable that when a witness in court failed to answer a question badly or a lawyer had blundered in the management of a case, it was said of them, "They did it as badly as Tommy Caldwell would have done it," or "He made a Tommy Caldwell of it." Whether this be the true origin of the expression or not, it has been in use around the court house and among members of the bar for a hundred years and more.

But one of the most common of these expressions has to do with one George Schrade, who kept a saloon for many years on West Fourth Street. Schrade was a man of sterling honesty and stood high in the estimation of the people of the community especially among those of German nationality. A bartender who was working for Schrade was charged with tapping his till and was arrested and was brought before a Justice of the Peace of the ward in which Schrade lived. The barkeeper's lawyer appeared with an armful of books and told the justice that he would prove that the man was not an employee but a partner and that one partner, under the law, could not steal from the other. He had the books to show that this was so. The justice straightened himself up and assuming a severe judicial dignity said, "Der's no use lookin' at der books. Anybody dot steals from Schrade, got to go to jail." So ever since that time when anybody is sure of a thing, he says, "No use lookin' at der books," etc.

One of the owners of a large lumber mill in Williamsport was a well known business man of New York City who had as his manager a native of Scotland. This man regarded his employer as the greatest man that ever lived, whom no one could approach with impunity. Upon one occasion the governor of the state was on a visit to Tioga County and was being received by a number of prominent citizens. The saw mill owner and his manager from Williamsport happened to be present and when they came up to greet the governor the manager exclaimed, "Stand back, gentlemen, stand back and let Mr.——speak to the governor."

This expression found its way all over the lumber country and finally to Williamsport where it became common when one wanted to say that one citizen was more important than another and it became a synonym for the exalted ego.

In the days when the legislature at Harrisburg was being besieged by the lumbermen of Williamsport, in efforts to have the boom tolls reduced and the capital city was filled with lob-byists, the county seat of Lycoming County came to be known as "The everlasting state of Williamsport," thus conveying the impression that the city was always on hand when any thing affecting it was going on at Harrisburg.

Underground Railroad.—The spectacle of a runaway slave being chased through the streets and alleys of Williamsport and a female slave at that, is one that would cause the present generation to open its eyes in amazement could it witness it, and yet such an incident actually occurred.

The provisions of the fugitive slave law of 1793 and the subsequent compromise measure of 1850, made it practically the duty of every man in the North to become a slave catcher and anyone aiding and abetting the escape of a slave was liable to a heavy fine and imprisonment. It is natural to suppose that such provisions of law were repugnant to many of the liberty-loving people of the North even though they might not have favored the total abolition of slavery. United States marshals and other Federal officers were charged with the duty of apprehending fugitive slaves but it was a duty more honored in "the breach than in the observance."

Fugitive slaves were quite common in Pennsylvania during the existence of the "peculiar institution" and Williamsport had the distinction of being one of the "stations" on what was known as the Underground Railroad. Thomas Updegraff, father of the late Abraham Updegraff, was for many years the "agent" at this station and was ably assisted by his son, Abraham.

The Underground Railroad was the name popularly applied to the system adopted by many persons in the North for aiding slaves to escape from their masters and to elude the pursuit of those sent to reclaim them. By furnishing food and shelter, as well as advice to fugitives, it was possible for many of them to make their successful escape to Canada, where they were safe. The most favored routes were through Pennsylvania and Ohio. The houses where aid and shelter were given were known as "stations," those in charge of the "stations" as "agents," those directly assisting as "conductors," and those contributing money, clothing, etc., as "stockholders." The Williamsport station was located in what was known as "Nigger Hollow," in the northern part of the city, and the runaways were generally secreted in the house of David and Philip Rodrick, although there were other houses in the immediate neighborhood which were used for the same purpose.

The slaves some times reached Williamsport secreted in a canal boat, but were often on foot, and upon their arrival were taken to the house in "Nigger Hollow," where they were kept in seclusion until an opportunity offered to take them over the hills to Trout Run, or some other convenient point on the Williamsport & Elmira Railroad, from whence they were transported as "blind baggage" to New York state, where they were comparatively safe. They then easily escaped into Canada. The late Robert Faries was the first president of the Williamsport & Elmira Railroad, and he and the employes under him were always willing to pass them through free of charge.

One Saturday night in 1864 a party, consisting of a man and wife and a half-grown lad, arrived in Williamsport consigned to Thomas Updegraff. They were hidden in his barn, which stood at the corner of what is now State and East Jefferson Streets, with instructions that if they ventured out, to go singly, and if they thought danger to be imminent, they were to dodge into the nearest barn or shed. The woman of the party was a true daughter of Eve and possessed of a considerable amount of that same kind of curiosity which disturbed the quiet serenity of the Garden of Eden and resulted in such lamentable consequences to the consort of Lot, of saline memory. She had a strong desire to see the last station on the

Underground Railroad, and on the second evening after her arrival turned out singly to explore. She passed down Jefferson Street to Mulberry, thence up Mulberry Street to the canal, and along the canal bank to State Street again.

That evening's packet boat had brought her old master and overseer, who stopped at the Exchange Hotel, at the corner of Market Street and the canal. Looking down State Street, the master spied his missing slave and immediately set out in pursuit, calling her by name to stop. She ran up Jefferson Street, uttering the most unearthly shrieks, passing Abraham Updegraff, who stood in his doorway on Market Street. He recognized her at once, having seen her the night before, and saw her enter Woodward's barn, one square further up the street. Her master, unable to follow her fast enough, went back to get his assistant, and by the time they returned she was out of sight.

A consultation was quickly held by the Abolitionists and in the evening they got the husband to go to the woman's hiding place and by signs which she understood she quickly found that she was among friends. A warm supper was provided at the home of C. W. Scates, nearby, and knowing that next day there would be a thorough search instituted, a conductor was engaged to take the party to the Rodrick house in "Nigger Hollow" with written instructions to conduct them that same night through Blooming Grove to Trout Run. In the morning diligent search was made for the fugitives, but it was fruitless. The party had escaped.

In another case a high government official received word from Pottsville that five fugitives were heading towards Williamsport and he was directed to apprehend them and detain them until the proper officers could reach here with the necessary papers. This officer had no heart for the slave-catching business and managed to secretly lay his dispatch on the desk of a well-known Abolitionist. As a consequence the runaways were well on their way to Canada when the slave-catchers reached Williamsport.

At one time the late Robert Faries had in his employ an aged negro named Reason Butler. He was a runaway slave but no one knew it except Mr. Faries. After he had been in Williamsport for a number of years he became apprehensive that the slave-catchers would get after him and so told his employer. The latter tried to re-assure him, but without success. One day Butler disappeared and was never afterwards heard from. It was supposed he went to Canada.

The Williamsport Underground station enjoyed the proud distinction of never having lost a passenger and no slave was ever reclaimed after reaching safety by this route. As no records were kept, the number passing through is not known, but there were very many of them of both sexes and all ages from the babe in arms to white-haired patriarchs.

Saw Dust War.—Considering the size of the city and the varied character of its industries, it is surprising that Williamsport has been almost entirely free from serious labor troubles. Very few differences have arisen between the laboring man and his employers during a period of fifty years and more, and such disagreements as have occurred, have, as a rule, been quickly settled to the satisfaction of all concerned.

At one time, however, there was very serious trouble of this character which threatened the most alarming consequences. It was known as the "Sawdust War" and the most remarkable feature in connection with it was the fact that it was inaugurated, not by the workingmen themselves, but by a lot of self-styled reformers who thought the men employed on the lumber mills in the city were being greatly oppressed.

In 1872 there was a law on the statute books of the state, as there is today, known as the eight hour law, which provided that within the limits of the Commonwealth of Pennsylvania a working day should consist of eight hours only. But as there

was no penalty attached for its violation it was practically a dead letter.

At that time the lumber business was the principal industry of the city, there being in the neighborhood of 3,000 men employed in and about the mills and yards. The working day consisted of twelve hours and, although these hours seemed rather long, the men were liberally paid for their work and there was practically no complaint on their part for they realized that all the logs had to be sawed in the summer so that they would not freeze up in the mill ponds when cold weather came.

In the latter part of June, 1872, a number of men who called themselves "Labor Reformers," held a meeting in Bender's Hall at the corner of Third and Markets streets for the purpose of discussing the question of shorter hours for the employes of the lumber mills. The night was warm and, as there was a large crowd present, the meeting was adjourned to the court house where speeches were made and committees appointed to wait upon the mill owners and also to do proselyting among the working men. Several subsequent meetings were held at all of which inflamatory speeches were made and everyone employed in the mills and yards was importuned to join the movement.

Another large gathering met in Market Square on the morning of July 1 and, after being harrangued by those in charge, formed a monster parade and marched down Third Street on a visit to the mills in the lower part of the city where men were working more than eight hours. They carried banners bearing such devices as these: "Working Men Should Rule," "Men Stand Up For Their Rights, Cowards Do Not," "Our Demands Are Reasonable, Our Cause Is Just," "Ten Hours At The Present Wages," "Ten Hours Or No Sawdust," and others of a like character. After visiting the mills in the East End the parade moved up town to the mills in that vicinity. As the leaders insisted in going into the yards and other premises of the mill

owners, this very naturally caused trouble. These parades were continued from day to day and, as many men were out of employment, serious consequences resulted. When refused admittance to the mills and yards by those stationed there as guards, force and violence were resorted to.

In the meantime most of the men employed on the mills were induced to go out on strike and, as other workmen were brought in to take their places further trouble was caused by the strikers endeavoring to induce the new-comers to quit work. As the number of idle men continued to increase and incendiary speeches continued to be made, matters began to grow more serious every day. S. W. Starkweather, who was then mayor, ordered all saloons closed until further notice and citizens were warned against acts of violence.

On July 21, the mob visited the Otto and Filbert mill where all men working more than ten hours were ordered off the premises. The policemen who were on duty drew their revolvers and advanced on the crowd, but were met by a shower of stones and bricks which compelled them to retire. The crowd then moved to the Reading, Fisher and Company mill where rioting was resumed. On that day Chief of Police Coder nearly had his arm broken, Officer Piatt nearly had his clothes torn off, Officer Styrker was hit twice by a club thrown at him and other special officers in various sections of the city received injuries of a more or less serious character.

The night of July 22 was one of the wildest excitement. Altercations took place in many places and the civil authorities were powerless to preserve order. Then an appeal was made to Governor Geary for military protection. This was promptly granted and the three Williamsport militia companies were ordered out. These were commanded by Captain John H. Shuler, Captain A. H. Stead and Captain John H. White. During the night five car loads of soldiers arrived from other sections of the state and in the morning marched down to the court house yard. These troops consisted of the Harrisburg City

Grays, twenty-five men; Company B, City Zouaves, Harrisburg, forty-two men; Middletown Zouaves, thirty-one men; Washington Zouaves, Lebanon, fifty-three men; Coleman Guards, Lebanon, fifty-two men. Other troops were afterwards sent from other places until the city presented the appearance of an armed camp and the mind was carried back to the days of the Civil war when the roll of drums and steady tramp of soldiers marshalling for battle were heard on every side.

The troops subsequently went into camp at Herdic grove, near where the Williamsport hospital now stands, and armed guards were stationed in and about the various mills and patrolled all sections of the city. On the 23rd of July arrests began to be made by the city authorities and warrants for fifty-eight men were issued by the City Recorder. Twenty-one were bound over for court or sent to jail in default of bail and from

that time the trouble began to subside.

The troops were gradually withdrawn and in a few weeks the city had resumed its accustomed quietude. The strikers returned to work, having accomplished nothing by their walkout. The twenty-one rioters who had been held for court were subsequently tried, found guilty and given various fines and prison sentences. They were pardoned by Governor Geary at the instance of Peter Herdic before they had begun their terms of imprisonment, Herdic believing that their sentences, if carried out, would give the city a bad name. The ringleaders, however, considered it wise to leave the city and they never returned.

Thus ended the famous "Sawdust War" which for a time threatened to involve the fair city in the most serious consequences. And this was the only labor trouble of any moment that Williamsport has ever had.

## CHAPTER LIV.

## MISCELLANEOUS, CONTINUED

EARLY MILITARY TRAINING—REDEMPTIONERS—ORME'S KIRK—A QUEER CASE.

Early Military Trainings.—The military trainings in the early days in the state of Pennsylvania were very interesting affairs and in marked contrast to the parades and encampments of the present day. Peaceful as the people were and averse to strife, yet they always maintained a military organization and were prepared to give their lives and fortunes to preserve their liberties and the spirit of their revolutionary ancestors was ever kept alive. Every able-bodied citizen, between the ages of eighteen and forty-five, was liable to military duty and was required to present himself once a year for training, even though he did not belong to any regular organization.

These trainings were usually held in the month of May and anyone absenting himself was liable to a fine of fifty cents and as fifty cents was a very respectable sum in those days the public treasury was not greatly burdened with the amount collected from these fines.

The general training day was always a gala day for the people living near where it took place. Men, women and children came from every direction to the field on which the manoeuvers were to be held. Women with babies in their arms, small boys, barefooted and happy, full of the spirit of mischief and fun, old men, young men and maidens, were the features of the occasion. Lunch stands were erected in different parts of the grounds at which were sold cakes and small beer. The cakes were of generous proportions and a mug of beer contained a full pint. These commissary stores were replenished from time to time, during the day, so that there was no reason

for any of the spectators or gallant warriors to go hungry or thirsty.

At ten o'clock the bugle sounded and generals, colonels, majors and subalterns came galloping to the field mounted on their prancing steeds, resplendent in glittering uniforms and presenting a most inspiring spectacle. The rank and file were waiting for them. The drums were beaten and the men fell rapidly into line although many of them, with an eye to true artistic beauty, seemed to prefer curved lines to straight, but as this was considered a matter of individual taste, it caused no comment. No two uniforms were exactly alike and the majority of the troops had none at all but the general mixing up of different colors formed a unique and conglomerate picture.

The forming of the lines was a gigantic task. Officers galloped hither and thither, shouting orders which no one understood and the men fell over each other in their efforts to get into their proper places. What made it more difficult was the complex nature of the forces. Before formation they were all mixed up in one general mass. To separate the mounted troops from the foot soldiers and the regular organizations from the unorganized and the volunteers from spectators and get all in their proper places in—or out—of line taxed the military skill of the ablest commanders.

But finally the line was formed and the parade in circles and straight lines was marched around the field to strains of martial music and the applause of the spectators. The pageant was an imposing one. The prancing steeds, the roll of drums and screams of fifes, the gaudy uniforms of the officers, the variegated colors of the rank and file, the firm tread of the men, with heads held high and shoulders thrown back as if defying all the enemies of mankind, the different kinds of arms, the picturesque accoutrements of the light horse cavalry, made up a picture, the like of which was never seen on any other occasion.

After the parade the Brigade Inspector took a position on the extreme limits of the field. The general and staff officers occupied the middle and around him the gallant army formed in a hollow square. The cavalry were usually backed up against a fence and, as this fence was generally covered with brush and brambles, it afforded an excellent opportunity for the enterprising small boy to tickle the flanks of the horses with a long switch to the great consternation of the riders and the imminent danger of the spectators. The horses composing the troop were of all kinds, sizes and colors. Some evinced a very determined desire to stand on two legs instead of four, others desired to bolt the field and go home in disgust, while others did not seem to care whether they went anywhere.

At last everything being in readiness, the inspection begun. The Company Inspector and his aides marched slowly down to the place occupied by the general. These two officials then marched down the line and inspected as they went. The lowest in rank were inspected first. These generally passed muster without comment, the only remark made, as a rule, being that the officials hoped that by the next inspection the unsightly broomsticks would be replaced with firearms of some kind. Among the volunteers about three guns in a company had locks on them. The first one examined was always in good condition and, while the second was being inspected, the first, by a little sleight of hand, was passed to the third man, and so on down the line. All went well, however, until they came to the horse brigade backed up against the fence. There again the small boy made himself conspicuous. Behind the fence were a number of them armed with horse pistols, which were simultaneously discharged at the psychological moment, striking terror to the fractious horses and sending them and their riders in all directions across the field and so frightening them that they could not be brought back to their places again.

This concluded the inspection. The general and inspector returned to the center of the field and the former, in a short speech, complimented the troops on the excellent showing they had made and then dismissed them. The spectators returned to their homes surfeited with the day's pleasures, the troops quietly dispersed, while the officers repaired to the nearest tavern, there to drink a few toasts, one of which always was: "To the militia; the hope and mainstay of our country in time of war."

Redemptioners.—Among many other things Pennsylvania enjoys the proud distinction of being the only Commonwealth in the world that ever voluntarily abolished human slavery without compensation. Negro slavery existed in the state during the colonial period and William Penn, himself, owned a number of slaves, but provided in his will that upon his death they should be given their freedom.

The slavery system in Pennsylvania was, however, of a very mild type, most of those held in servitude being well treated and accorded all the privileges of paid servants. They were generally members of the household of their owners and, except in rare cases, received the utmost consideration at the hands of their masters. But the existence of involuntary servitude was considered by many as a blot on the fair name of the Commonwealth and, therefore, on March 1, 1780, the Pennsylvania assembly passed a law providing for the gradual emancipation of the slaves and in a very few years not a single person was held in involuntary bondage within the limits of the state.

There was, however, a class of white servants in Pennsylvania who formed a notable phase of civil life. These servants were known as "redemptioners." It became a common custom for immigrants who had no means of paying their passage to America, but had plenty of determination, to bind themselves, usually for a term of years, not exceeding ten, for the payment of their passage and such other considerations as they could obtain before leaving their native country. These were commonly known as "indented servants." Others would stipulate with captains of vessels to allow themselves to be sold to the highest bidder upon their arrival in this country and these

were called "free willers." During the period in which these people emigrated to this country it was not uncommon to see an advertisement such as this one in one of the Philadelphia papers: "Just arrived in the ship, Sallie, from Amsterdam, a number of men, women and children, redemptioners. Their times will be disposed of on reasonable terms by the captain on board." Most of these redemptioners came from Germany, attracted to this country by the glowing accounts brought back by daring and adventurous explorers. Not only was America represented a land flowing with milk and honey, but as a place where gold grew on trees and silver laid around loose at thick as leaves.

Many of redemptioners came to Lycoming County, brought hither by the wealthy land owners who had settled in this section and who had begun the work of clearing the forests and developing the natural resources of the country. After serving their terms, the redemptioners became freemen and with what money they had saved during their terms of servitude, they bought farms for themselves and became a class of honest, sturdy, progressive American citizens. The great majority of them were men of high character, but they were poor and the redemption system was the only way by which they could gain a home and political freedom in the new world. Very many of them were located in the vicinity of Muncy and others in the White Deer and Nippenose valleys. Today their blood flows through the veins of many of the country's best citizens and their descendants are among the most prosperous in the land.

An instance is related of one redemptioner who was a remarkable exception to that class of early settlers. He was really a man of means and sold himself for a term of years, only with a view to learning the English language and quietly making himself acquainted with the customs of the country and its opportunities. About the time his term of service expired he bought himself a fine farm with the money he had brought with him and, having gained sufficient knowledge, experience and confidence, he soon became one of the most prosperous and influential citizens in the community in which he lived.

Many of the redemptioners were brought to the West Branch valley by Samuel Wallis, an affluent and enterprising land owner who lived near Muncy and who was an important factor in the development of that section. All of his servants were treated with the utmost consideration and at the expiration of their terms of service, bought land in the immediate neighborhood and started homes for themselves. The following brief extracts are given from the bonds given by the redemptioners:

Jacob Shultz and Carlotta, his wife, bound themselves for five years from April 28, 1785, for "fifteen pounds current money of Pennsylvania to them in hand paid" and at the end of their term of service to "give them, or the survivors of them, fifty acres of good farming land within three miles of the Susquehanna River and a horse worth ten pounds and a milch cow."

Nicholas Folts and Anna Maria, his wife, four years from December 25, 1787, for their freight from Rotterdam and at the end of their time "eighteen pounds, ten shillings specie, a cow with calf and a sow with pigs."

Charles Erdman Arut, five years from August 1, 1787, for sixteen pounds paid to Ross and Vaughn for his freight from Hamburg and at the end of his term "two complete suits of clothes, one whereof to be new, and forty Spanish milled dollars."

Many of the redemptioners were badly imposed upon and deceived by falsely colored representations of the agents who made a business of enticing people to emigrate. Very unhappy was the lot of some of those who were frequently subjected for many years to the most revolting cruelties of slavery. But those in Lycoming County, without exception so far as is known, fell into the hands of considerate masters and at the end of their terms found themselves well trained for the struggle of life in a new country and, perhaps, were better off for having bound themselves.

The evils of the system were remedied by congress in 1819, after which we hear little or nothing of "indented servants."

Orme's Kirk.—The last and one of the most important of the "manor lands or reserves," granted by the Penn proprietaries, prior to the opening of the land office, was the one located at the mouth of Lycoming Creek on the east side of that stream and extending eastward to about what is now Susquehanna Street in Williamsport. On February 3, 1769, a warrant was issued and signed by John Penn in person directing the survey of one thousand acres of manor lands, five hundred acres of which were to be located at the mouth of Lycoming Creek and the other five hundred acres anywhere within the limits of the purchase made from the Indians at Fort Stanwix the year before. In pursuance of this warrant 579 acres were surveyed at the mouth of Lycoming Creek on March 20, 1769.

After the return of the survey the matter remained in abevance for three years, the Penns evidently waiting for an opportunity to grant the land to some one in consideration of some kind of services or returns after the fashion of the feudal tenures of England. Finally, in August, 1772, the patents for the land were issued to the Rev. Richard Peters. Peters was a clergyman of the Church of England, but devoted very much more time to land speculation than to his priestly offices. He had been secretary to Robert Morris and land agent for a number of Philadelphia speculators, but what claim he may have had upon the Penns for special favors is not now known. At all events he became the owner of this valuable tract of land and gave to it the name of "Orme's Kirk." Why this name was given to it or what was its signification is also unknown at the present time but the appellation was certainly prophetic, for it was upon this same tract of land that one of the earliest "meeting houses" in the West Branch of the Susquehanna valley was subsequently built. Peters retained the land only three months when he sold it to another land speculator, Colonel Turbott Francis. This Francis was a man of considerable prominence in the province and was a cousin of the celebrated Sir Philip Francis, the reputed author of the famous "Junius Letters"

which stirred up such a commotion in high government places in England from 1769 to 1772. Colonel Francis held the property for nearly three years, making no settlements or improvements and then, on January 19, 1775, sold it to Hawkins Boone and Amariah Sutton. Hawkins Boone was a man of considerable prominence in the infant settlement and was a cousin of the famous Daniel Boone, of Kentucky. He afterwards became a captain in the Revolutionary war and on July 28, 1779, was killed while leading a heroic little band to the relief of the besieged men and women at Fort Freeland. His part of Orme's Kirk was sold by his administrator for the payment of debts and was bought by William Winters, the latter and Amariah Sutton thus becoming the owners of the whole tract.

Amariah Sutton was probably the first settler in what is now Williamsport, although this distinction has also been claimed for William Winters. Certain it is, however, that these were the first to settle here. Sutton resided on the western part of the tract on the banks of Lycoming Creek, where he built a log house and Winters resided on the eastern part of the tract near the present corner of West Fourth and Rose streets, where he also built a log house.

It was on Amariah Sutton's land that the first religious society in this section of the state had its genesis, when a few persons of the Presbyterian faith began to hold services in the wooded grove along the creek. It was a small beginning, but from it grew the large Presbyterian following in Newberry which was the parent organization of this denomination in Lycoming County. The Presbyterians had first intended to erect a place of worship on the Sutton land, but before this object could be realized, the war of the Revolution came on. Then followed the perilous Indian uprisings and when tranquility had been restored there came rumors of a new county to be erected with Jaysburg, on the western side of the creek, as the county seat and the little body of Presbyterians followed the course of empire westward and erected their first place of worship in what is now Newberry nearly on the same site as that of the

present Lycoming Presbyterian Church which is the lineal descendant of the original religious body. Some years later Sutton deeded a part of his land, near the present corner of West Fourth and Cemetery streets, to a body of Methodists for the erection of a meeting house and cemetery, but some of the conditions of the deed failing of fulfillment, the grant reverted to the owner and the project of church erection was abandoned. Subsequently, however, a place of worship was erected at or near the same place by this same body of people and this was the cradle of Methodism in this section.

But besides having the distinction of being the birthplace of the first two religious movements in this section of the present county, Ormes Kirk is entitled to further recognition as being the seat of the houses in which the first courts of Lycoming County were held. The early courts, like the early religious services, were held in the open, there being at that time no suitable buildings to accommodate them. They met under the spreading chestnut tree or other umbrageous location and justice was dispensed in most primitive style and yet, withal, with considerable dignity.

After the erection of the Amariah Sutton house the courts were held there for a considerable period and afterward at the Winter house which afforded much more commodious quarters. It must be remembered that the county at that time, covered an immense territory and witnesses and litigants were compelled to travel as far as eighty miles or more to attend the sittings of the courts. As there were no roads in those days, but only bridle paths or Indian trails, the difficulties attendant upon obeying a legal summons can be imagined.

William Winters was a man of considerable education and culture for the time in which he lived and the primitiveness of his environment. He was twice married and had fifteen children. His second wife was Eleanor Campbell and she was a woman of education and refinement. After her husband's death, she continued to live in the old homestead which was a general rendezvous for the leading men of the time. Of her

children, one daughter, Sarah, married Benjamin Harris, a prominent and influential man of his time. Mary married Hon. Charles Huston, afterwards a judge of the supreme court of Pennsylvania. Elias Winters, a son, was sheriff of Lycoming for two terms. Elizabeth married Thomas Alexander, another prominent man in the community, Eleanor married Thomas Burnside also a judge of the supreme court of Pennsylvania, and Lucy married William W. Potter, who was at one time a member of congress.

After the widow's death the Winters place was sold by the heirs to John Rose, one of whose daughters married the distinguished lawyer and jurist, Hon. Robert C. Grier, who afterwards became a justice of the supreme court of the United States. The place then came to be known as the "Grier Farm," by which it continued to be designated until it was divided up into lots and sold.

It will thus be seen that Orme's Kirk, which was originally christened with such an imposing and suggestive name, and which for a number of years was used in a game of battledoor and shuttlecock between a lot of shrewd land speculators, finally came into its own and subsequently played a very important part in the early history of Lycoming County.

A Queer Case.—One night a little over a hundred years ago an aged couple residing alone in an isolated cabin on the Bald Eagle Mountain, nearly opposite Williamsport, were rudely aroused from their peaceful slumbers by a loud knocking. Their surprise can be imagined when upon opening the door they found standing in the moonlight a beautiful young girl. She was in a pitiable state. Her clothing had been almost torn from her, her limbs and wrists were galled and bloody, as though they had been chafed with a rope, and she was suffering from cold and hunger. She could scarcely speak.

The kindhearted couple invited her into the cabin where she was at once given food, her wounds dressed and she was made as comfortable as possible. At first she could only talk incoherently, but at length under the stimulating influence of warm food and a glowing fire, she was able to tell her story from which it appeared that her home was in Montreal, but for some time she had been attending school in Kentucky from which place she had started to return on horseback to Canada. She was accompanied by a servant of her father's, named Connet. Her own name was Esther McDowell. Nothing unusual had occurred until they had reached the top of the Bald Eagle Mountain when the servant had presented a pistol at her head, compelled her to dismount, robbed her of all her money as well as her clothing tied her to a tree and left her to perish of hunger or be devoured by wild beasts. He had also shorn her of her beautiful wealth of hair, having cropped it close to her head.

She had remained all night tied to the tree and also during the following day but that evening had managed to release herself and after aimless wandering about in the darkness at length discovered the friendly cabin. The kindly couple soothed her in her distress and compelled her to be put to bed. The next morning she was taken to Williamsport where she found a temporary refuge with a family on Third Street. When her story became known public indignation was aroused. Scouts and handbills were sent out in all directions giving a description of Connet and offering a reward for his apprehension. to the tree where the girl had been tied disclosed evidences of her desperate struggle to release herself and near it was found a bundle of men's clothing. The chivalry of the entire West Branch valley was aroused and desperate efforts were made to capture Connet, but he had twenty-four hours start and not the slightest trace of him could be found.

In the meantime the girl had been tenderly cared for in the home of her friends and letters were sent to her family in Montreal. She had proved to be an expert with the needle and her skill as a seamstress soon spread abroad and brought her enough work to enable her to support herself. Weeks passed and no word was received from Montreal and not the slightest clue could be found as to the whereabouts of Connet. Suspicion

began to be aroused. It was thought that the story of the robbery was not exactly as it should be, but those who were most intimately associated with Miss McDowell could not be brought to believe there was anything wrong with the girl.

One day a gentleman residing in Jersey Shore happened to visit the home in which Miss McDowell was domiciled. He had, of course, heard of her, but had never before seen her. At the first glance at her face he was startled by the striking resemblance which she bore to a young tailor who lived in Jersey Shore. He said nothing, but upon his return home, made inquiries and discovered that the tailor referred to had not yet returned from a visit to Philadelphia upon which he had started some weeks before. The gentleman requested several of his friends to casually visit Miss McDowell and each of them was positive that she and the young tailor were one and the same person.

Then the whole story came out. It seems that the young girl was the daughter of respectable and well-to-do Quaker parents in Philadelphia, but having a very lively disposition the restraints of her simple life had become irksome to her and being an accomplished needle woman she had disguised herself as a man and traveled to Jersey Shore, where she had established herself as a tailor and had become quite successful. Finally tiring of this kind of a life and wishing to resume her proper relation to society, she had devised the ruse to which she subsequently resorted.

The incident naturally aroused considerable indignation for a time, but the beauty and charm of the young girl soon dissipated this and she remained in Williamsport for some time, finally returning to her home in Philadelphia. She subsequently married a very estimable gentleman and removed with him to the far west, where she developed into a very sedate and attractive matron, but it is doubtful whether in her late years she ever fully realized that her maidenly escapade had aroused and excited the West Branch valley as nothing else had done since the passing of the Indian.





